

97 00405
INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

APR 10 1997

UNIVERSITY OF CALIFORNIA

AMENDED
SKYPARK
SPECIFIC PLAN

June 1994

PREPARED FOR
THE CITY OF SCOTTS VALLEY

1992 Skypark Specific Plan Prepared by
COATS CONSULTING
Land Planning/Environmental Consulting/Development Processing
9057 Soquel Drive
Building C, Suite A
Aptos, CA 95003
(408) 685-0555

1994 Amendments Prepared by
BOLTON HILL COMPANY, INC.
1001 Center Street, Suite 7
Santa Cruz, CA 95060

TABLE OF CONTENTS
PAGE TWO

LIST OF FIGURES

1.	Regional Map	5
2.	Vicinity Map	6
3.	Existing Site	7
4.	Planning Areas	8
5.	Surrounding Land Uses	10
6.	Sensitive Habitat Areas	19
7.	Steeply Sloped Areas	20
8.	Archaeologically Sensitive Areas	23
9.	Proposed Land Use Plan	29
10.	Proposed Zoning	30
11.	Circulation	50
12.	Roadway Cross-sections	51
13.	Intersection Improvements	53
14.	Water Supply	54
15.	Sewer System	57
16.	Storm Drainage	58

LIST OF TABLES

1.	Existing Parcel Size and Ownership	4
2.	Land Uses and Acreages	13
3.	Proposed Roadway Widths	52
4.	Estimated Capital Improvement Costs	75

AMENDED SKYPARK SPECIFIC PLAN

NOTE TO READERS

In this version of the Amended Specific Plan, text that has been added to the 1992 Specific Plan is indicated with an underline. Text that has been deleted from the 1992 Specific Plan is indicated with a ~~striketrough~~.

TABLE OF CONTENTS

SECTION 1: INTRODUCTION	1
SECTION 2: LAND USE	14
2.1: Land Use Goals, Objectives and Policies	14
2.2: Land Use Plan Proposals	27
2.3: General Design Standards	31
2.4: Proposed Zoning.	35
SECTION 3: INFRASTRUCTURE	44
3.1: Infrastructure Plan Goals, Objectives and Policies	44
3.2: Infrastructure Plan Proposals	49
3.3: Infrastructure Plan Standards	59
SECTION 4: IMPLEMENTATION	61
APPENDICES	
A: References	
B: Glossary	
C: City of Scotts Valley Street Design Standards	
D: Infrastructure Plan Report	
E: Owner Participation Rules - Scotts Valley Redevelopment District	

SECTION 1: INTRODUCTION

Background

The need for the preparation of a Specific Plan for Skypark was identified during the process of preparing the 1986 General Plan for the City of Scotts Valley. The General Plan emphasizes the need for a new city park facility, commercial development within the city's commercial core area, and housing. The Skypark area was identified in the General Plan as a preferred park site. Portions of Skypark fronting on Mount Hermon Road were identified as preferred commercial infill sites. Consequently, these properties were grouped together in the General Plan and designated as a "Special Treatment Area."

Special Treatment Areas are areas within the city where some form of special planning treatment is required prior to allowing development. The General Plan states that a specific plan or master plan must be prepared prior to new development in Special Treatment Areas. Furthermore, the General Plan sets forth requirements for future land uses within the Skypark area which must include open space, commercial and residential uses.

In 1989, the City of Scotts Valley initiated the planning and preparation of a specific plan for the Skypark Special Treatment Area and assumed the role of Lead Agency for the plan's preparation. Since that time, the City and affected property owners have worked together to establish a land use plan that serves the objectives set forth in the General Plan and the individual objectives of the property owners. A detailed description of the proposed land uses and supporting infrastructure, prepared in accordance with the State of California Office of Planning and Research (OPR) requirements for the preparation of specific plans, is contained herein.

On September 24, 1992, by Resolution No. 1468, the City of Scotts Valley approved the Skypark Specific Plan and by Resolution No. 1460 certified the Skypark Environmental Impact Report (EIR), overriding considerations and a mitigation monitoring program. In conformance with the settlement to a lawsuit filed by Watkins-Johnson challenging the adequacy of the EIR, to accommodate the planning and financial constraints imposed by the settlement and to provide additional areas for public recreation, the Specific Plan is amended by this document, hereafter referred to as the "Amended Specific Plan".

Amended Specific Plan Organization

The Amended Specific Plan is organized into four sections. Section 1, Introduction, provides a description of the project site and an overview of the project. The project's relationship to the City General Plan is also discussed.

Section 2, Land Use, contains goals, objectives and policies which establish the intent of the land uses in the Specific Plan area, and the functional, locational and qualitative requirements of each. These policy statements are augmented by more detailed design standards and zoning, which include such items as acceptable building heights, permitted and conditionally permitted uses, open space requirements and building and landscape design criteria. Combined, the policy statements and standards are intended to serve as a framework guiding day-to-day decisions associated with development within the Skypark area.

Section 3, Infrastructure, contains goals, objectives and policies associated with infrastructure development in the Specific Plan area. Included in this section are maps, diagrams and policy statements addressing circulation/transportation, water, sewer, storm drainage, solid waste disposal and energy.

Section 4, Plan Implementation, provides a capital improvements program and discusses the means by which planned improvements are to be financed. The relationship of the project to the California Environmental Quality Act and to existing local and regional plans is also discussed.

Sections 1 through 3 contain a number of maps and diagrams. The maps and diagrams illustrate detailed information pertaining to the physical development of Skypark, including acceptable land use locations and design specifications. Both the maps and the diagrams represent the legal authority vested in the plan to regulate land use and development.

Site Location, Boundaries and Description

The Amended Specific Plan area is located northeast of Mount Hermon Road, between King's Village Road and Lockhart Gulch Road. The project area includes property within the City of Scotts Valley as well as property located within the City of Santa Cruz (Figures 1 and 2). Annexation of the City of Santa Cruz property to the City of Scotts Valley is anticipated following adoption of this Amended Specific Plan has been approved by the Local Agency Formation Commission (LAFCO) and by the City of Scotts Valley and will be complete upon the execution of a certificate of completion by the Executive Officer of LAFCO.

The existing project site is illustrated in Figure 3. The majority of Skypark occupies a broad, relatively level plateau. The plateau is abruptly terminated to the south, north and west by steep slopes which descend toward Mount Hermon Road and Lockhart Gulch Road.

For planning purposes, the Skypark area has been divided into three planning areas, as illustrated in Figure 4. Planning Area A consists of all properties within the Skypark Special Treatment Area. This area is the

central focus of this Amended Specific Plan. Planning Area A is comprised of five parcels, totaling 82.8 acres. Parcel A1, the largest parcel (46.1 acres), is owned by the City of Santa Cruz and includes the abandoned Santa Cruz Skypark Airport. The airport was closed in 1983. The property has remained vacant since that time. Several deteriorated structures and two paved runway areas remain on the site.

Parcel A2 (18 acres) was once quarried for sand. Quarry operations ceased in the early 1970's, however the effects of quarry activities on the natural topography and vegetation are still highly visible. Quarried areas are largely devoid of vegetation and have been further altered by erosion activity.

Parcel A3 (16.1 acres) was previously the site of Holmes lumber mill. Residual paved areas, wood chips and other debris from lumber activities remain on the site.

Parcel A4 (1.6 acres) fronts Mount Hermon Road west of Lockewood Lane. This parcel was recently occupied by an auto dismantling service. The parcel is now vacant.

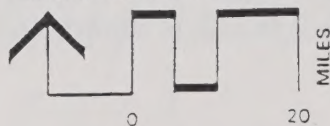
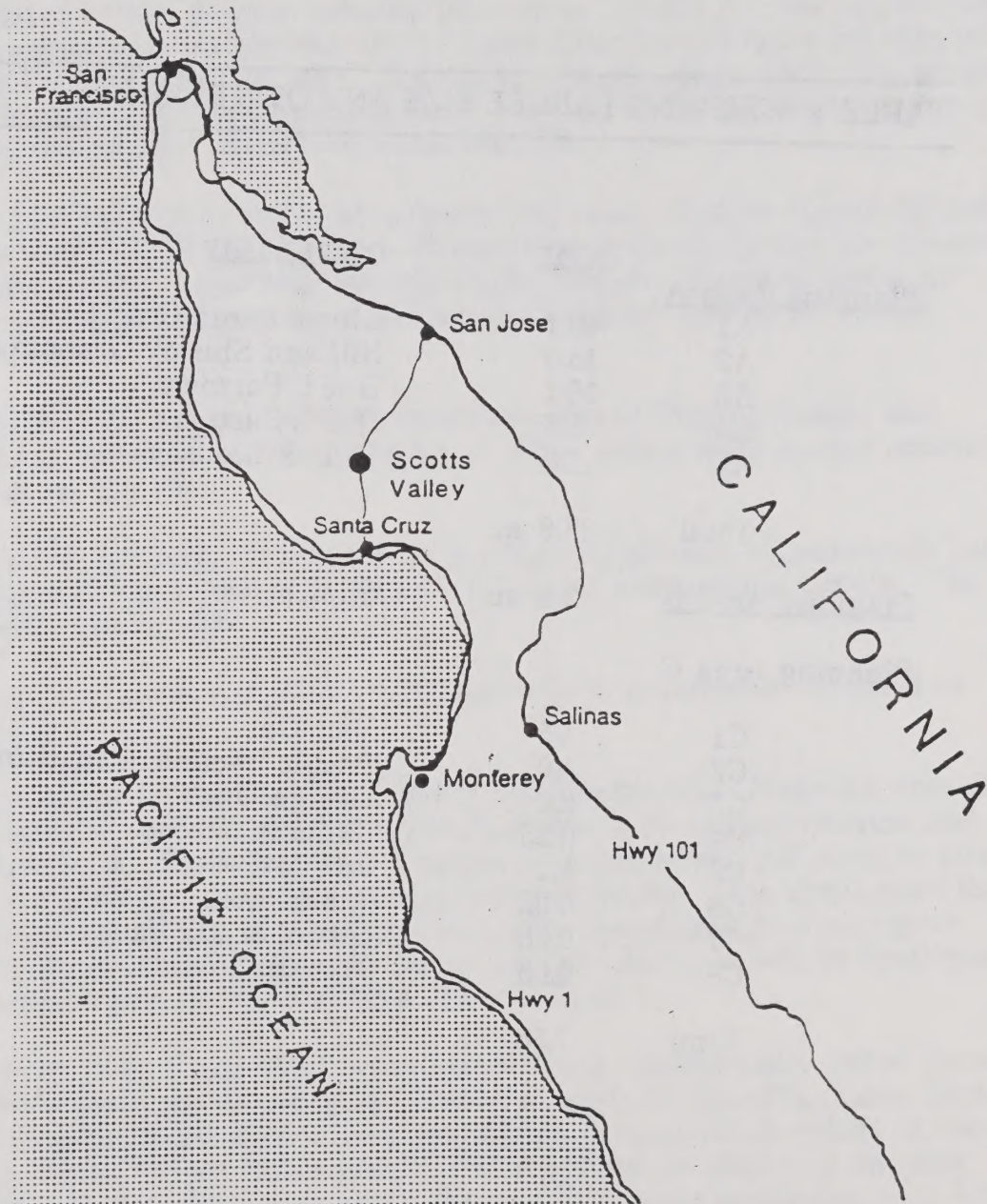
Parcel A5 (1 acre) contains a structure which is currently occupied by Wescosa.

Although not in the Skypark Special Treatment Area, Planning Area B is addressed in the Amended Specific Plan due to its central location and configuration. Planning Area B consists of one parcel, 2.8 acres in size, that is currently occupied by a mini-storage facility. It is anticipated that the storage facility will be moved to another location within the city or reconfigured at the existing location and that this area will be developed as an integral part of the Amended Specific Plan.

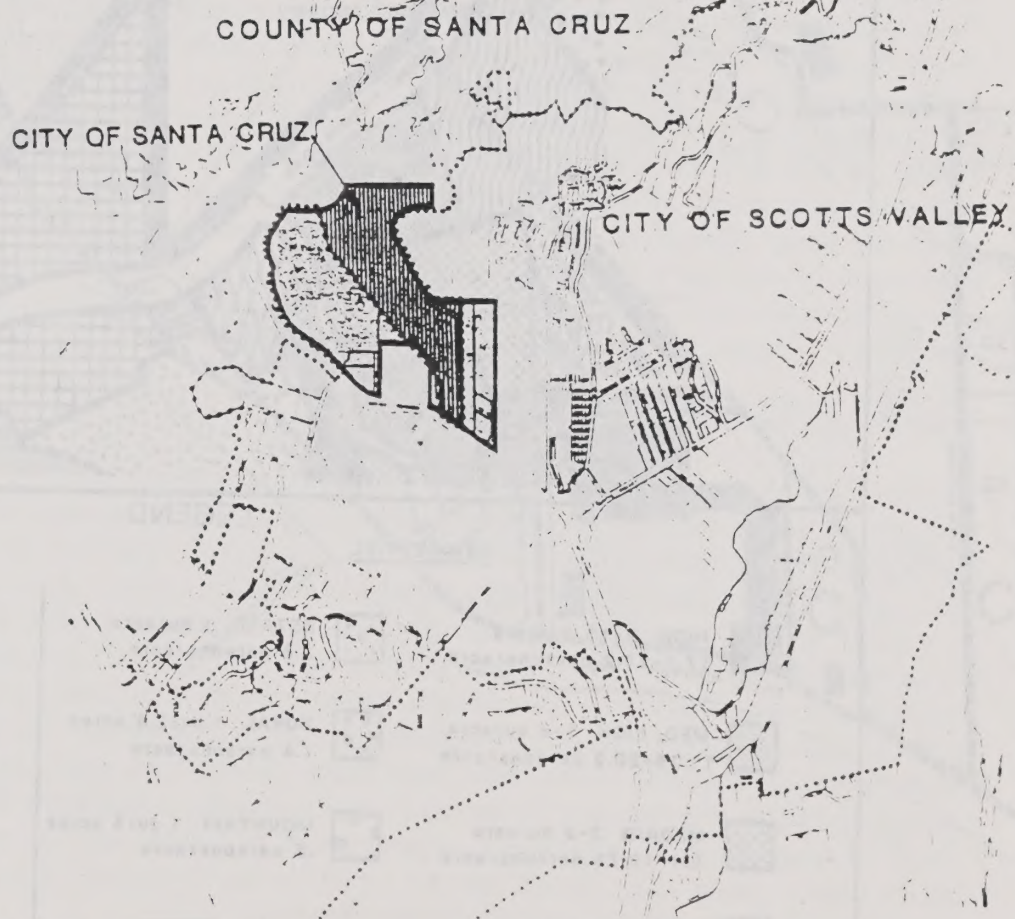
Planning Area C includes eight neighboring commercially zoned parcels, totally approximately 7.5 acres. The Amended Specific Plan takes future land uses on these parcels into consideration since development in these areas will be directly influenced by development on adjoining Skypark properties. The land uses and infrastructure needs associated with future development of these parcels are addressed in this Amended Specific Plan.

TABLE 1: EXISTING PARCEL SIZE AND OWNERSHIP

	<u>ACRES</u>	<u>OWNERSHIP</u>
<u>Planning Area A</u>		
A1	46.1	City of Santa Cruz
A2	18.0	Bill and Shirley Graham
A3	16.1	H & L Partners
A4	1.6	H & L Partners
A5	<u>1.0</u>	Taufek Ramsey
Total	82.8 ac	
<u>Planning Area B</u>		
	2.8 ac	Shuichi Ito
<u>Planning Area C</u>		
C1	1.5	Van Gas
C2	1.0	Pacific Technical Institute
C3	2.0	George Ow
C4	0.25	Manana Woods
C5	1.2	Jun Lee
C6	0.62	Amerigas
C7	0.06	City of Scotts Valley
C8	<u>0.03</u>	Manana Woods
Total	7.56	



<p>LEGEND</p>	<p>REGIONAL LOCATION</p>	<p>FIGURE 1</p>
<p>SOURCE: COATS CONSULTING</p>	<p>SKYPARK SPECIFIC PLAN COATS CONSULTING • JUNE 1992</p>	



LEGEND



PROJECT SITE



CITY OF SCOTTS VALLEY
BOUNDARY



CITY OF SANTA CRUZ

SOURCE: COATS CONSULTING

VICINITY MAP

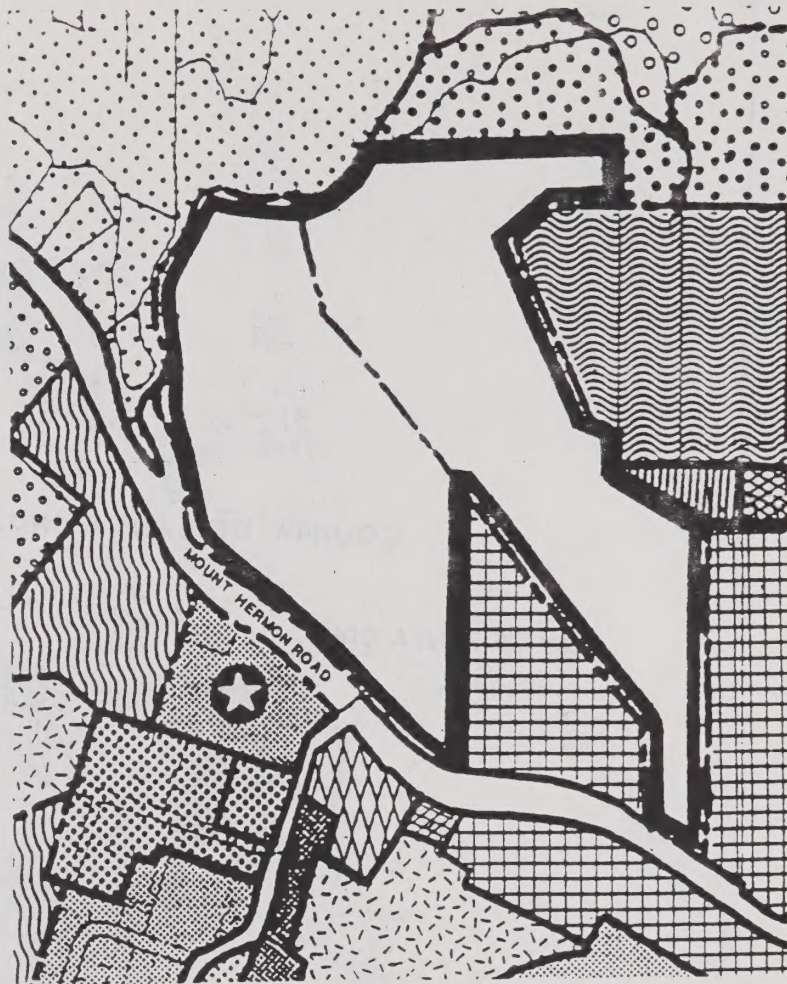
SKYPARK SPECIFIC PLAN

COATS CONSULTING • JUNE 1992

FIGURE


2








LEGEND


RESIDENTIAL


 HIGH 9-15 du/acre
17.5-29.2 persons/acre

 MED. HIGH 5-9 du/acre
11.25-20.2 persons/acre

 MEDIUM 2-5 du/acre
5.1-12.75 persons/acre


 LOW 2 du/acre
5.1 persons/acre


 ESTATE 1 du/acre
2.8 persons/acre


 RURAL 1 du/2.5 acres
1.4 persons/acre


 MOUNTAIN 1 du/5 acres
.6 persons/acre


COMMERCIAL


 SERVICE 45% max. lot
coverage, 35' height limit

 PROFESSIONAL 50% max.
lot coverage, 35' height limit


 SHOPPING CENTER 35% max.
lot coverage, 35' height limit


 OPEN SPACE

 SPECIAL TREATMENT
AREAS

 SPECIAL CONSIDERATION
AREA

INDUSTRIAL

 HEAVY 50% max. lot
coverage, 30' height limit

 LIGHT 50% max. lot
coverage, 35' height limit

SOURCE: CITY OF SCOTTS VALLEY
GENERAL PLAN, 1986

SURROUNDING LAND USES

SKYPARK SPECIFIC PLAN

COATS CONSULTING • JUNE 1992

FIGURE

5





LEGEND

A PLANNING AREA

A1 PARCEL

PLANNING AREAS

SKYPARK SPECIFIC PLAN

COATS CONSULTING • JUNE 1992

SOURCE: COATS CONSULTING

FIGURE

4



Surrounding Land Uses

The Skypark area is surrounded by a variety of land uses. As illustrated in Figure 5, urban uses are generally located to the east and south of the project area, while estate and rural residential uses are located to the west and north.

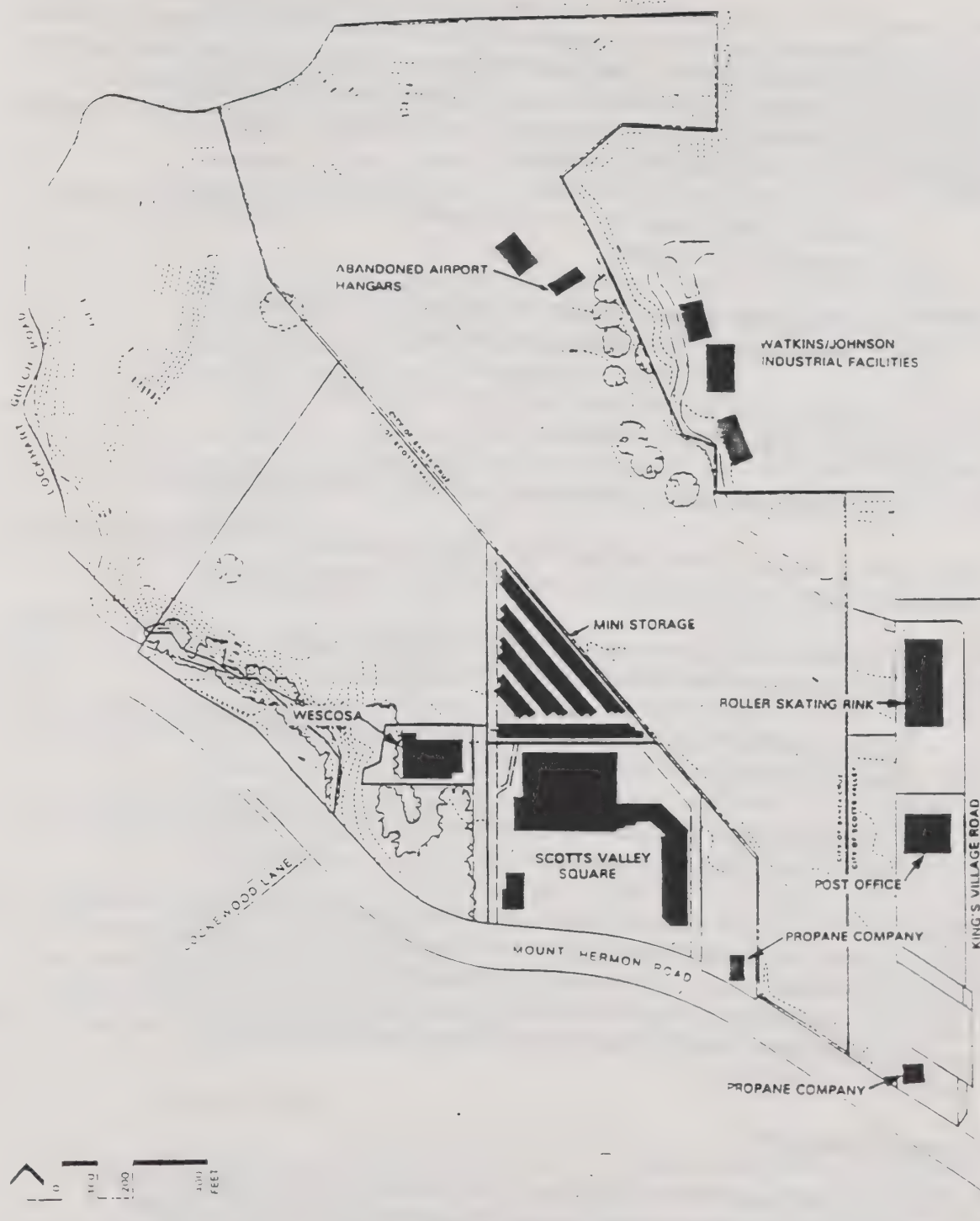
Skypark adjoins the city's central commercial area along Mount Hermon Road, with the southeastern leg of Skypark situated in the center of the commercial district. The King's Village shopping center, the earliest major commercial shopping center establishment to locate in Scotts Valley, is located just east of the project area. The more recently constructed Scotts Valley Square shopping center (K-Mart and adjoining businesses) is surrounded by Skypark to the east, west and north. Additional shopping center commercial uses are located directly across Mount Hermon Road. The project site adjoins the Watkins/Johnson property to the east. Watkins/Johnson is a manufacturing facility which produces computer-related equipment. Residential land uses surround the balance of the Skypark area. Rural and estate residential uses are located to the north and west. A senior's congregate care facility and professional office uses are located south of Skypark, at the corner of Mount Hermon Road and Lockewood Lane.

Purpose of the Amended Specific Plan






Under California law a jurisdiction may use a specific plan to develop specific regulations, programs and legislation to implement that jurisdiction's adopted General Plan. The law requires that a Specific Plan include text and diagrams addressing: the distribution, location, and intensity of land uses, including open space, within the plan area; the distribution, location and capacity of major infrastructure improvements, including transportation, sewerage, storm water drainage, solid waste disposal and energy systems; standards and criterion for development and utilization of natural resources; and implementation measures, including capital improvements and financing mechanisms necessary to execute the Plan. A specific plan offers the opportunity to translate the community's broad policy goals and objectives set forth in the General Plan into a mechanism for guiding actual development.-

Relationship Between the General Plan and Specific Plan

The project goals, objectives and policies set forth for the Skypark Amended Specific Plan area are consistent with, and will help to implement, the City of Scotts Valley General Plan. The General Plan contains many city-wide goals and objectives which were formulated based on participation from citizens, professionals, other governmental agencies and a nine-member General Plan citizens advisory committee. General Plan policies cover a range of topics including natural resources, environmental constraints, human resources, community development and transportation planning.



LEGEND

-  EXISTING BUILDINGS
-  EXISTING PARCEL BOUNDARIES
-  CITY/COUNTY BOUNDARY
-  TOPOGRAPHY
-  EXISTING TREE CANOPY

SOURCE: IFLAND ENGINEERS

EXISTING SITE

SKYPARK SPECIFIC PLAN

COATS CONSULTING • JUNE 1992

FIGURE

3



The General Plan also contains policies that are specific to the Skypark area. As discussed above, the General Plan designates the Skypark area as a Special Treatment Area. The General Plan further specifies the desired composition of future land uses in the Skypark Special Treatment Area. Objectives that were central to the City's designation of Skypark as a Special Treatment Area included the following¹:

- 1) To provide open space and recreational areas as part of the future development of Skypark;
- 2) To coordinate comprehensive circulation planning and improvements with future development;
- 3) To assure that future land uses are compatible with existing surrounding land uses; and
- 4) To provide adequate services to support future development.

With these general objectives in mind, the land uses for the Skypark Special Treatment Area set forth in the General Plan are as follows²:

- * Approximately 16 acres (20 percent) of the area is to be allocated for shopping center commercial development.
- * Approximately 24 acres (30 percent) is to be used for medium high density residential development.
- * The remaining approximately 40 acres (50 percent) is to be used for open space and recreational uses.

These land uses are intended to be used as general guidelines or targets for development, and serve as the basis for the Skypark land use plan. The precise distribution of commercial, residential and open space uses for Skypark contained in this Amended Specific Plan and described below is also responsive to more detailed analysis of environmental constraints and economic conditions.

Project Overview

The Skypark Land Use Plan, described in detail in Section 2.2 and illustrated in Figure 9, includes the planned future development of recreational ~~and educational facilities~~, open space, and residential and commercial land uses. These land uses are described below, and summarized in Table 2. All acreage figures provided are approximate and may be subject to modest revisions.

¹ City of Scotts Valley 1986 General Plan, page 252

² City of Scotts Valley, page 253

Commercial Uses

~~16.3~~ 17.1 acres of Skypark Planning Area A (approximately ~~20~~ 21 percent of the Skypark Special Treatment Area) are designated for service commercial uses. An additional 9.8 acres located in Planning Areas B and C are also designated for service commercial uses. Development for all three Planning Areas may be planned in concert.

The service commercial designation allows for many of the commercial uses permitted in the shopping center commercial designation, including retail stores and shops, food and motel/hotel establishments and commercial services.

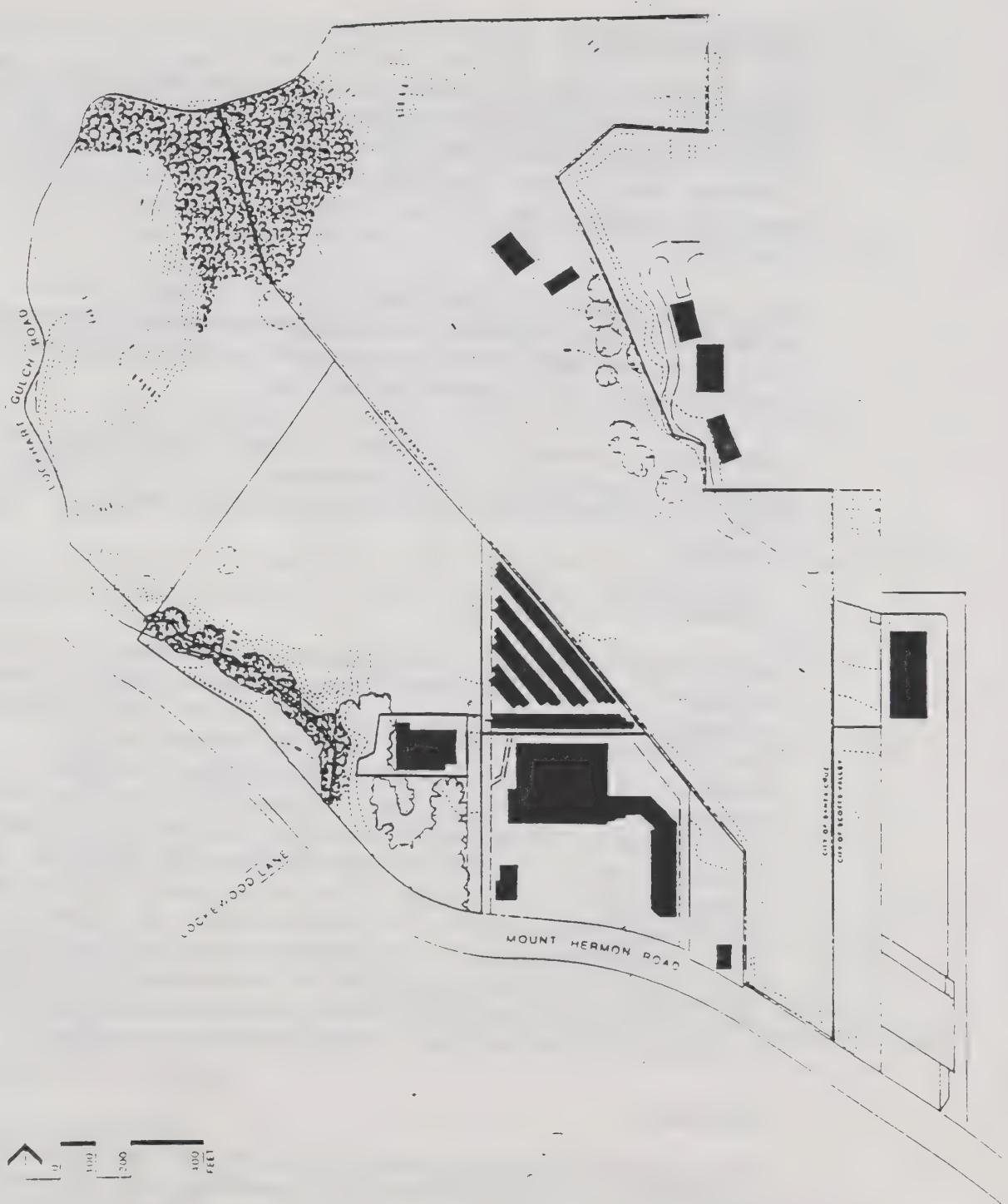
Commercial areas will also carry a Planned Unit Development zoning to encourage creative approaches to site and building design which may be better able to take full advantage of the site's unique qualities.

Residential Uses

~~34~~ 30.7 acres of Skypark Planning Area A (approximately ~~41~~ 37 percent of the Skypark Special Treatment Area) are designated for residential uses. These uses are divided between two residential sites, hereinafter referred to as Residential Sites A and B. Residential Site A is approximately ~~26.1~~ 22.8 acres in size and is designated for medium/high density residential development (5-9 units per acre). The Amended Specific Plan limits the number of units permitted on Site A to a range of ~~140 to 170~~ 180 to 210 units. Residential Site B is 7.9 acres in size and is designated for high density residential uses (9 -12 units per acre). The Amended Specific Plan limits the number of units permitted in this area to 56 units if market rate units are constructed. If low/moderate income housing is developed a maximum of 148 units is permitted. Both residential sites will also carry a Planned Unit Development zoning.

Open Space

The remaining ~~32.5~~ 35.0 acres of Planning Area A (approximately ~~39~~ 42 percent of the Skypark Special Treatment Area), are designated for public use or open space uses. This area includes ~~21.0~~ 20.7 acres for public use, which are to be developed as a future community park ~~and school~~ and ~~11.5~~ 14.3 acres of additional open space. Open space areas include sensitive habitat areas and areas with steep slopes. Consequently, park and open space uses constitute the core element of the plan. An additional 0.5 acre designated for public use is located in Planning Area B.



LEGEND



SENSITIVE HABITAT AREAS

SENSITIVE HABITAT AREAS

FIGURE

6

SKYPARK SPECIFIC PLAN

COATS CONSULTING • JUNE 1992

SOURCE: COATS CONSULTING AND
EARTH METRICS INC.



Plan Adoption

This Amended Specific Plan ~~proposes an amendment to~~ amends the City's General Plan from the ~~existing Special Treatment Area 1992 Specific Plan~~ land use designations to the land use designations described above. These land uses are described in greater detail in Section 2.2 Land Use Plan Proposals and are illustrated in Figure 9. The Plan also proposes changes in zoning consistent with the proposed land use designations. Proposed zoning is discussed in Section 2.4 and illustrated in Figure 10. Since both General Plan and Zoning Ordinance amendments are proposed, this Amended Specific Plan shall be adopted by resolution and by ordinance.

TABLE 2: LAND USES AND ACREAGES

	Scotts Valley General Plan	Skypark Amended Specific Plan		
		Area A	Areas B & C	Total
Commercial	16 AC	16.3 AC	9.8 AC	26.1 AC
	16.6 AC	17.1 AC	9.8 AC	26.9 AC
Residential (*)	24 AC	34.0 AC	0.0 AC	34.0 AC
	24.8 AC	30.7 AC	0.0 AC	30.7 AC
Public Use/ Open Space (**)	40 AC	32.5 AC	0.5 AC	33.0 AC
	41.4 AC	35.0 AC	0.5 AC	35.5 AC
Total	82.8 AC	82.8 AC	10.3 AC	93.1 AC

* Residential Site A is ~~26.1~~ 22.8 acres, and Residential Site B is 7.9 acres in size.

** ~~21.0~~ 21.2 acres is designated for Public Use; ~~11.5~~ 14.3 acres are designated for Open Space.

NOTES:

1. City of Scotts Valley 1986 General Plan, page 252
2. City of Scotts Valley, page 253

SECTION 2: LAND USE

This section contains goals, objectives and policies which establish the intent of land uses set forth in this Amended Specific Plan, and describes the functional, locational, and qualitative requirements of each proposed land use. Many of the goals, objectives and policies are also intended to guide future individual development plans that will follow once the Amended Specific Plan is adopted.

The policy statements are augmented by more detailed design standards associated with the zoning districts proposed for each land use, and include such items as acceptable building heights, permitted and conditionally permitted uses, allowable site coverage, open space requirements, and building and landscape design criteria. Together, the policy statements and zoning district provisions are meant to serve as a framework to guide day-to-day decisions associated with future development of the Skypark area.

2.1: LAND USE GOALS, OBJECTIVES AND POLICIES

Described below are the goals, objectives and policies for future development in the Skypark Area. The goals and objectives address parks and recreation, open space and natural resources, ~~school facilities~~, residential uses, commercial uses, parking areas, and architectural and site design. The policies expand on the goals and objectives.

All policy statements contained in this Plan are based on, and are consistent with, the City's General Plan. The linkages between General Plan policies and Amended Specific Plan policies are indicated in parenthesis following each policy statement where applicable. The Amended Specific Plan policies are also responsive to the specific development opportunities and site constraints identified during the preparation of this Plan.

Goal: **Establish and maintain efficient and harmonious use of the land within the Skypark area, while accommodating the recreational and open space, educational, residential and commercial needs of the community.**

Objective 1: Promote a range of land uses to ensure a balanced community.

Policy 1.1: All land uses within the project area should be sited and designed to be compatible with each other and with surrounding land uses.

- Goal:** Provide an opportunity for the development of park and recreation facilities to serve the recreational needs of the city.
- Objective 2:** Provide a site for a major community park facility accessible to all city residents.
- Policy 2.1:** Future planning and design of the park site and facilities shall occur under the guidance of the Parks and Recreation Advisory Committee and the Parks and Recreation Commission, and shall be consistent with the Parks and Recreation Master Plan. (City of Scotts Valley Parks Master Plan Preliminary Report, 1988)
- Policy 2.2:** Park facilities should include facilities for active and passive recreational uses. Facilities may include, but are not limited to, ball fields, open lawn areas, picnic areas, tennis courts, swimming pool, community center, bike and jogging paths, restroom facilities and parking. (City of Scotts Valley Parks Master Plan Preliminary Report, 1988)
- Policy 2.3:** Park facilities should be sited and designed to be compatible with adjacent land uses. (26.1.4)
- a) Locate active recreational uses which may be associated with substantial noise, traffic and visual impacts away from residential areas wherever possible.
 - b) If night lighting is needed, locate and design the lighting to avoid excessive glare in adjacent areas, especially in residential areas.
 - c) Locate and design park and recreation areas to provide for ease of access by pedestrians, bicyclists and equestrians.
- Policy 2.4:** Bike and jogging paths and hiking and equestrian trails should be coordinated with the city-wide park and trail system. (26.1.4.2)
- Policy 2.5:** ~~Where feasible, the School District and City shall employ shared parking facilities.~~

Goal: Preserve important open space areas, areas of scenic value and the city's natural resources.

Objective 3: Preserve and protect the community's natural resources.

Policy 3.1: Conserve the area's native vegetation and plant communities where possible for their aesthetic and habitat value.(4.1. 5.1)

- a) Minimize the disturbance and removal of native vegetation. (4.1)
- b) Encourage use of native vegetation in park and residential landscape areas. (8.3.4.4)

Policy 3.2: Maintain and enhance the habitat value of riparian corridors. (4.1.2)

- a) A minimum 50 foot riparian setback area, measured from the centerline of the stream, shall generally be maintained except where described in (b) below. Riparian areas shall be protected habitat with limited public access. (4.1.2.1)
- b) A minimum 5 foot setback area, measure from the edge of bank, and the construction of a permanent 6 foot high fence, shall be required in the riparian area adjacent to the commercial site located on Mount Hermon Road, west of the ~~Blue Bonnet Lane~~ Road A intersection.
- c) ~~No net loss of riparian habitat shall occur on the project site~~ be minimized as subject to approval of the California Department of Fish and Game (CDFG). Riparian woodland lost due to the construction of the ~~Blue Bonnet Lane extension~~ Road A shall be mitigated through the a restoration and revegetation plan approved by CDFG ~~of an equal length of riparian woodland elsewhere along this drainage course.~~
- d) All tree and understory vegetation removed from riparian corridors for the proposed project shall be replaced at a five to one ratio. For circumstances where individual

plants cannot be discerned, vegetation shall be replaced on a one to one ratio on a square footage basis.

- e) Erect temporary fences around riparian areas during periods of construction.
- f) Revegetation shall take place in riparian areas currently littered with automobile debris. All such debris shall be removed.
- g) Install grease traps and sediment catchment basins to capture runoff from impervious areas such as parking lots and roadways, minimizing pollutants entering proximate riparian ecosystems and groundwater systems. Grease traps shall be of a type and design acceptable to the Department of Fish and Game.
- h) Store machinery, earthen, or stockpiled materials associated with construction activities away from the drip lines of trees, vegetated areas and drainage areas.

Policy 3.3: Preserve areas of northern maritime chaparral, especially areas with large stands of silverleaf manzanita. These areas, as illustrated in Figure 6, shall be protected habitat with limited public access. (5.1.1)

- a) Erect permanent fencing around the silverleaf manzanita stand located adjacent to Lockhart Gulch Road (see Figure 6) to discourage intrusion by off-road vehicles. Pedestrian access should be permitted in identified areas.
- b) Provision of an interpretive display within the silverleaf manzanita area which highlights the unique qualities and significance of the silverleaf manzanita is encouraged.

Policy 3.4: Limit development on steeply sloped lands. (8.1.1)

- a) Areas where natural topography is sloped at 40 percent or more should be designated as open space or dedicated as scenic

easements. These areas are illustrated in Figure 7. (8.1.1.2)

- b) Steeply sloped areas that have resulted from quarry activities may be graded and terraced in such a manner as to enhance slope stability and the potential for revegetation and development. These areas are illustrated in Figure 7.
- c) Due to the erosion potential of steeply sloped areas, a 100 foot building setback area, measured from the top edge of slopes exceeding 40 percent, shall generally be required for residence foundations. Setback requirements can be reduced if site specific engineering and/or geologic analyses are prepared and appropriate slope stabilization mitigations are developed.
- d) Provide permanent fencing along the top edge of steep slopes to limit public access to potentially hazardous areas. Fences shall be placed approximately 10 feet from the top edge of slope.

Policy 3.5:

Protect natural drainage and water recharge areas. (3.1)

- a) Minimize the use of impervious groundcover materials, especially in public use and residential areas. (3.1.2)
- b) On-site storm drainage retention areas, or other water recharge improvements, shall be integrated into the site designs for individual development proposals to mitigate loss of recharge where feasible. (3.1.1)
- c) Coordinate the location of play fields and other open space areas associated with ~~future school and park~~ uses with groundwater recharge areas where feasible. (3.1)

Objective 4:

Preserve and enhance important scenic areas and corridors.

Policy 4.1: Maintain and enhance the visual quality of roadway corridors that are of scenic value to the community. (30.1)

- a) Improve the aesthetic qualities of Mount Hermon Road through construction of orderly infill commercial development. (30.2)
- b) Enhance areas that are currently visually blighted, particularly in commercial areas west of the intersection of Mount Hermon Road and ~~the Blue Bonnet Lane extension~~ Road A. This area serves as a major city entrance, and is an important part of the city's visual image.
- c) All utilities associated with new construction in Skypark shall be placed underground. (30.1.1)

Objective 5: Protect potential archaeological resources located in the project area for their cultural and educational value.

Policy 5.1: Protect potentially significant archaeological resources through subsurface excavation and testing within the archaeologically sensitive areas identified in Figure 8 prior to commencement of construction activities. (6.2)

Policy 5.2: Subsequent to subsurface study, develop appropriate mitigation measures to avoid or substantially reduce significant adverse effects associated with construction activities in archaeologically sensitive areas.

~~Objective 6: Provide educational opportunities for community residents.~~

~~Policy 6.1: Allocate approximately 5.5 acres of the public use area (see Figure 9) for use as a future Scotts Valley Union School District middle school site. (25.1, 25.1.9)~~

~~Policy 6.2: The school shall be sited and designed to be compatible with adjacent land uses. (25.1.9)~~



LEGEND



LANDS SLOPED AT 40%
OR MORE



STEEPLY SLOPED QUARRIED
AREAS WITH SPARSE
VEGETATION

SOURCE: COATS CONSULTING

STEEPLY SLOPED AREAS

SKYPARK SPECIFIC PLAN

COATS CONSULTING • JUNE 1992

FIGURE

7



- a) ~~Locate the school site contiguous to the park area to facilitate the use of park facilities by school children and to maximize pedestrian safety.~~
- b) ~~Recreation areas and facilities planned as part of the school should compliment planned park facilities.~~
- c) ~~Encourage schools to make recreational areas and facilities available to the public during non school hours. (25.1.3, 25.1.4)~~

~~Policy 6.3: Ensure that school children are provided safe pedestrian and bicycle travelways to and from the middle school site. (25.1.5)~~

~~Policy 6.4: Off street loading and unloading zones for pick up and delivery of school children by private vehicles shall be provided. (25.1.6)~~

Goal: Provide a range of housing opportunities.

Objective 7: Achieve a balanced housing market by providing a range of housing opportunities which may include single- and multiple-family homes.

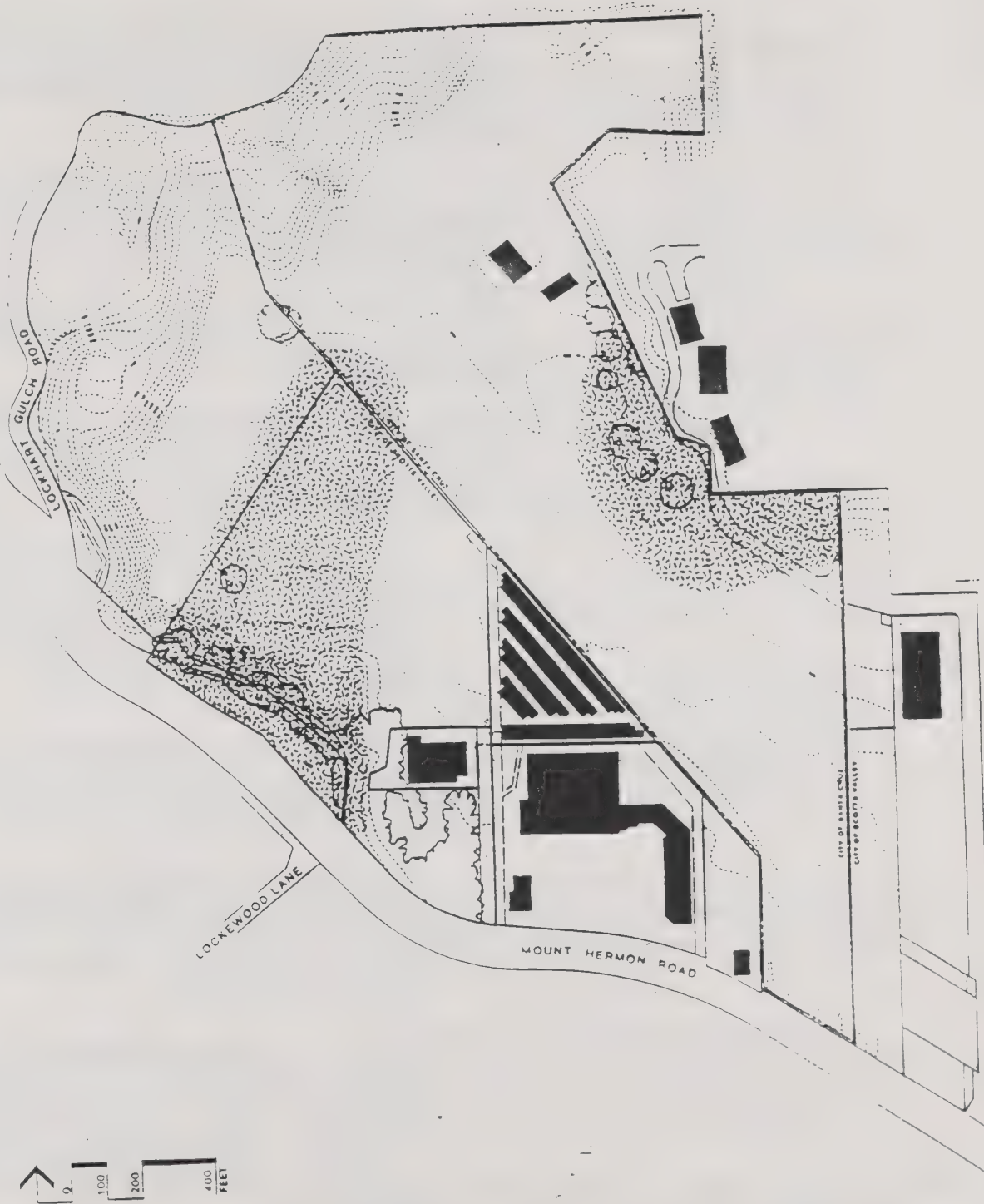
Policy 7.1: Encourage a range of housing types which may include smaller, more affordable units. (34.1.1)

Policy 7.2: Encourage residential development that utilizes concepts such as cluster development, lot consolidation or zero lot lines to make efficient use of the land. (35.1.4)

Policy 7.3: Maximize energy conservation through proper site and architectural design of residential units. (38.1.1)

Policy 7.4: Residential structures shall be integrated into the natural setting to minimize visual impact and to preserve existing native vegetation. (8.3.4)

Goal: Provide opportunities for commercial development that will enhance the City's tax base and provide employment opportunities.



ARCHAEOLOGICALLY SENSITIVE AREAS

FIGURE 8

SKYPARK SPECIFIC PLAN

COATS CONSULTING • JUNE 1992

SOURCE: ARCHAEOLOGICAL RESOURCES MANAGEMENT



- Objective 8: Encourage commercial activities that meet the retail and commercial/service needs of residents and visitors and are compatible with surrounding land uses.
- Policy 8.1: New commercial uses shall be located and designed to compliment and strengthen the city's commercial core area. (18.3.2)
- Policy 8.2: Allow a mix of professional office, service commercial and shopping center commercial development. (14.2.1, 18.1.1)
- Policy 8.3: Encourage regional/community serving retail uses in commercially designated areas adjacent to Mount Hermon Road. (14.1.1, 16.1.3)
- a) New commercial development should compliment existing shopping center commercial uses in the surrounding vicinity and help to unify and strengthen this portion of the city's commercial core. (18.2.1)
- Policy 8.4: Commercial uses along ~~Blue Bonnet Lane~~ the community park should be located and designed to compliment adjacent park uses. (18.2.1)
- a) Buildings along ~~Blue Bonnet Lane~~ the community park should be designed to be visually compatible with the adjacent park landscape and the overall scenic character of the Skypark area.
- b) If new or existing commercial structures have backsides and/or loading areas which face or are highly visible from ~~Blue Bonnet Lane~~ the community park, appropriate landscape screening shall be used to screen these areas.
- c) Pedestrian access from commercial areas to park areas shall be provided.
- d) Encourage structures and uses in areas fronting ~~Blue Bonnet Lane~~ the community park to be human scale and pedestrian oriented.

- Objective 9: Provide adequate, attractively designed and functional off-street parking facilities as an integral part of all proposed commercial land uses.
- Policy 9.1: Parking areas shall be landscaped or otherwise visually screened in a manner which contributes to the overall visual character of the area.
- Policy 9.2: Lighting shall be provided in parking areas for the security and safety of users. The intensity and direction of lighting shall be designed to avoid disturbance to adjoining properties.
- Goal: **Maintain a high standard of building and landscape design.**
- Objective 10: Develop and maintain a high standard of building and landscape design throughout all Skypark development.
- Policy 10.1: Materials, textures, colors and details of all new construction should be an appropriate expression of the development's design concept and function, and should be compatible with adjacent structures and functions.
- Policy 10.2: The overall form, scale and appearance of development fronting on ~~Blue Bonnet Lane~~ the community park should compliment the adjacent park setting.
- Policy 10.3: Commercial development fronting on Mount Hermon Road should compliment adjacent uses and help to organize and unify the visual character of the area.
- Policy 10.4: Landscaping should be compatible with and compliment site and building design and enhance the park landscape where appropriate.
- a) Street trees should be provided along ~~Blue Bonnet Lane and Skypark Drive~~ major public streets which will serve as a unifying element. Street trees will also help to visually define the public use area.

Policy 10.5:

Special landscape treatments should be located at the ~~Blue Bonnet Lane~~ Road A intersections at Mount Hermon Road and the Watkins/Johnson access road, which will help to visually link the park to core commercial uses and clearly define the park entrances.

2.2: LAND USE PLAN PROPOSALS

A discussion of the Skypark land use plan, and supporting illustrations, are provided below. The land use goals, objectives and policies established above serve as the conceptual basis for the land use plan. The linkages between individual objectives and policies, and the various characteristics of the plan, are noted in parenthesis. Land use boundaries shown in Figures 9 and 10 are approximate and may be subject to minor modifications.

Public Use

The Amended Specific Plan designates ~~21.0~~ 20.7 acres of land for public use in Planning Area A. An additional 0.5 acres for public use are located in Planning Area B. The public use area constitutes the central focus of the land use plan. ~~Approximately 16 acres of the public use area and~~ is available for the future development of a community park. The park area will be used by residents city-wide for passive and active recreational activities.

~~The remaining 5.5 acres of the public use area is available for a Scotts Valley Union School District middle school site. The school would utilize some of the recreational facilities provided in the park area. The school will adjoin the park land and should be appropriately buffered from nearby residential uses. The precise location of the school facility within the public use area will be determined by the City of Scotts Valley in consultation with the Scotts Valley Union School District at a later date.~~

The future planning and construction of the park ~~and school~~ facilities will occur under the direction of the Scotts Valley City Council (with input from the City Park and Recreation Commission) ~~and the School District~~ and is beyond the scope of this plan. However, policies set forth in this plan are intended to inform and guide the ultimate siting and design of these facilities. (See Land Use Policies 2.1 through ~~2.5~~ 2.4; and General Design Standards, site planning)

Open Space

Approximately ~~11.5~~ 14.3 acres are designated as open space. Much of the open space area is so designated to preserve riparian areas and habitat areas for silverleaf manzanita. These areas are to be set aside for the purposes of wildlife preservation and study. Some steeply sloped areas are also designated as open space. (See Land Use Policies 3.1 through 3.4)

Residential

Approximately ~~33.9~~ 30.7 acres of Skypark is designated for residential use. Occupants of these residences will have ready access to nearby urban

services, park facilities and mass transit. Policies set forth in the Amended Specific Plan encourage all residences to be sited to make efficient use of the land and avoid important natural resource areas. They should also be designed to be compatible with the adjoining park uses and visual character.

As illustrated in the Land Use Plan, Figure 9, Residential Site A is located on the upper terrace directly across from the public use area, and is accessed via ~~Skypark Drive~~ Road A. Site A is ~~26.1~~ 22.8 acres in size and is designated Med/High Density Residential. A range of ~~140 to 170~~ 180 to 210 units is planned for this area.

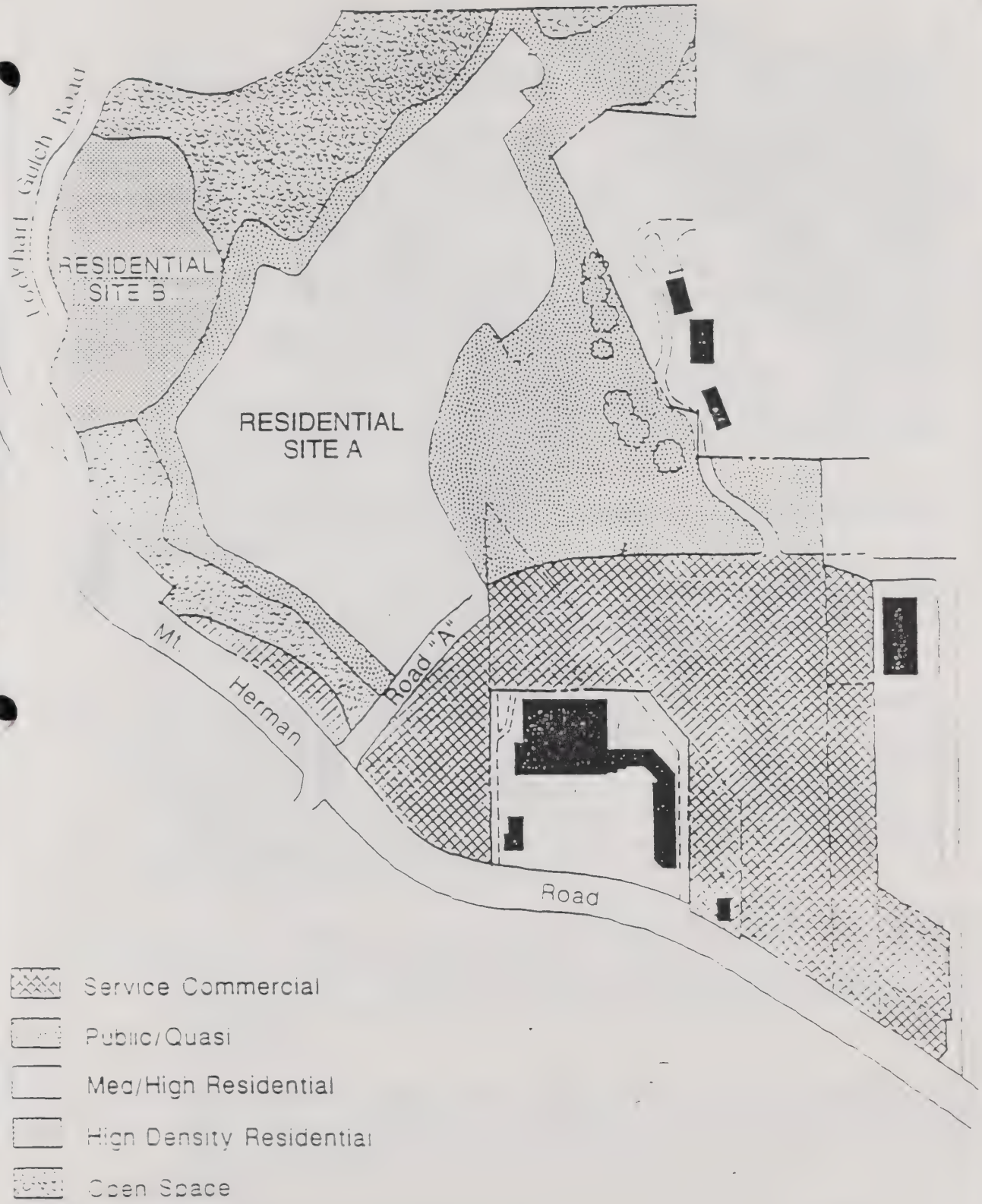
Residential Site B is located down-slope from Site A, and adjoins Lockhart Gulch Road. Site B is designated High Density Residential and is approximately 7.9 acres in size. If market rate homes are developed on Site B the total number of units permitted is 56. If low/moderate income housing is developed a maximum of 148 units would be permitted.

The various residential zoning designations allow for a range of housing types and costs. Because multiple family residential is a conditionally permitted use in the Service Commercial designation, the approval of that use could increase the range of housing types and costs. (See Land Use Policies 7.1 through 7.4)

Commercial

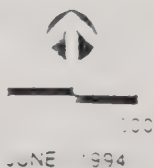
~~16.2~~ 17.1 acres of the Skypark area (Planning Area A) are designated for commercial use. An additional 2.3 acres of adjacent property within Planning Area B, and 7.5 acres within Planning Area C, are also designated for commercial use. These areas are an important part of Scotts Valley's commercial core. Future commercial uses associated with the Amended Specific Plan would help to infill and strengthen this commercial "hub" of the city.

The northern portion of the commercial area fronts on ~~Blue Bonnet Lane~~, ~~across from~~ the public use area. Commercial uses in this area should be designed to be visually compatible with adjacent park uses through proper site and building design and appropriate landscaping and screening. (See Land Use Policies 8.1 through 8.5).



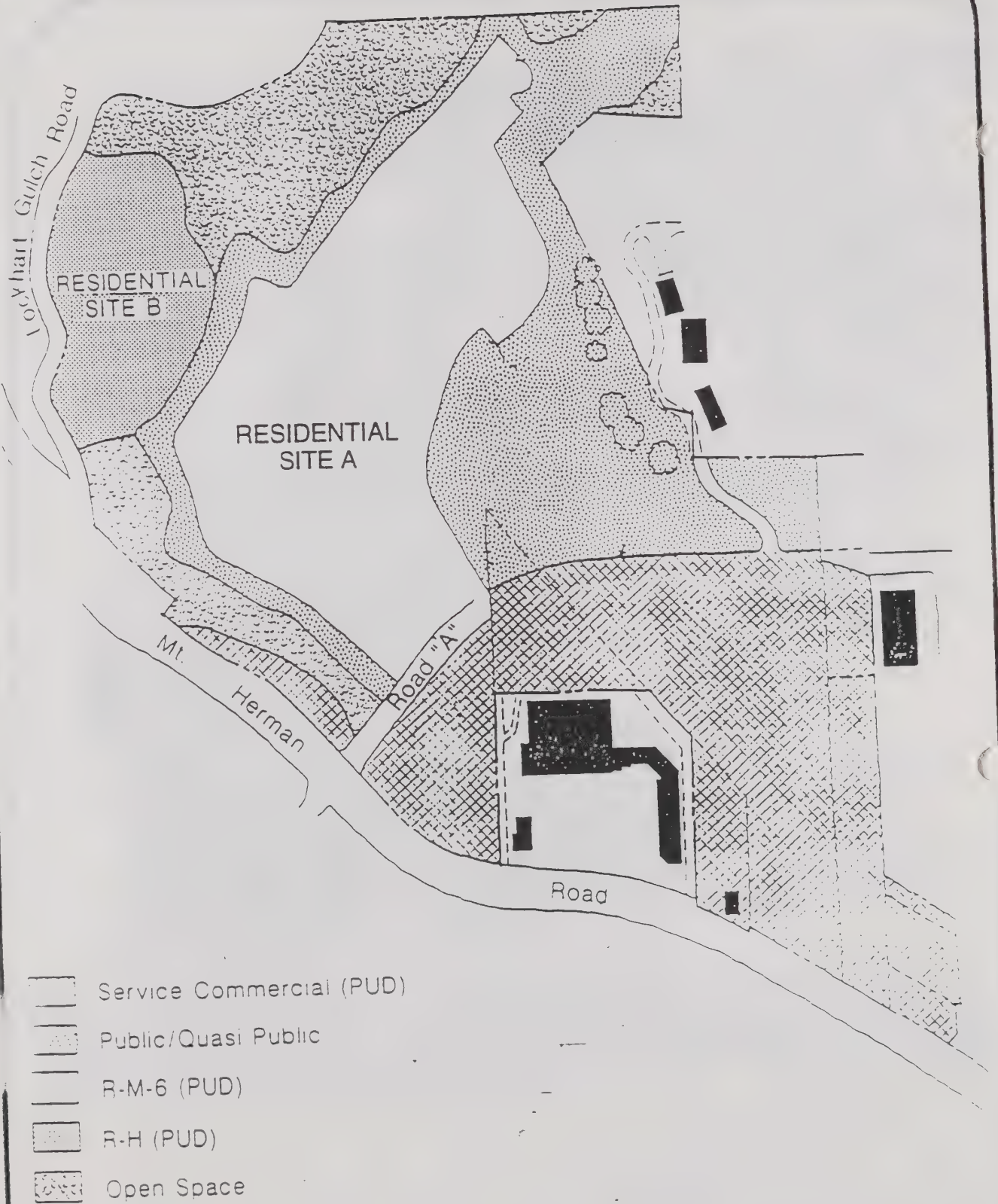
LAND USE PLAN

SKYPARK SPECIFIC PLAN



THE FRISBIE PLANNING COMPANY
LAND USE PLANNING AND DESIGN SERVICES

Figure 3

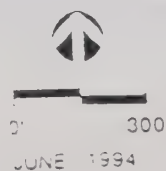


PROPOSED ZONING

SKYPARK SPECIFIC PLAN

THE FRISBIE PLANNING COMPANY
2001 WILSON AVENUE SUITE 100 VAN HOLE CA 94133-1010

Figure 1



2.3: GENERAL DESIGN STANDARDS

As discussed previously, the Skypark area is designated as a Special Treatment Area in the City's General Plan. Special Treatment areas are areas within the city that are considered to be of special importance to the community, and where special planning and design efforts are desired. These areas carry a Special Treatment overlay zoning. General design standards for the Skypark Amended Specific Plan area are based on those set forth in the City Zoning Ordinance for this zoning district and are supplemented based on input from the project consultants, City staff and the public.

The following design standards are intended to ensure that all new development in the Skypark area is appropriately sited and designed, and contributes to the quality of the built environment.

The following **architectural standards** shall apply to all land uses within the Skypark area:

- (1) Structures and parts of structures of both new and old construction shall be compatible in terms of architectural styles, features, colors and materials.
- (2) All exterior wall elevations visible from and/or facing streets are to have architectural treatment. No building surface on a street shall have a flat, void surface without architectural treatment or elements. Examples of architectural treatment include exterior finishes, siding, stucco patterns, paint patterns and graphics. Examples of architectural elements includes facade modulation and articulation, windows, canopies and balconies.
- (3) All roof mounted mechanical equipment or duct work which projects vertically above the roof or parapet is to be screened by an enclosure which is detailed consistently with the building design. Solar heating equipment need not be screened but must be as unobtrusive as possible.
- (4) Gutters and downspouts are to be painted to match the surface to which they are attached, unless used as a major design element, in which case the color is to be consistent with the color scheme of the building.
- (5) All outdoor storage for goods, materials, commercial vehicles or equipment shall be visually screened, said screening shall form a complete opaque screen with a maximum height of eight feet.
- (6) All outdoor refuse collection areas shall be screened by a complete opaque screen.

- (7) At street levels, structures should be sensitive to the pedestrian, making him or her comfortable when walking past, by including planters, fountains and seating areas along the sidewalk.
- (8) Buildings should be designed to minimize mechanical heating and cooling. Sunlight should be used for direct heating and illumination wherever possible. Natural ventilation and shading should be used to cool a building. Active and passive solar heating is encouraged.
- (9) Architectural themes chosen for buildings and entrances to the Skypark area shall be implemented through well-developed and articulated physical features. Examples of these features are corridors, posts, beams, arches, columns, colonnades, canopies, cornices, balconies, ornamental tiles, recesses, overhangs, exterior wall material, graphics, window treatment, fountains, landscaping and other artistic features.

The following **site planning standards** shall apply:

- (1) Natural topography should be preserved to make the project design more attractive or functional. However, in areas where natural topography has previously been severely altered by quarry activities, existing topography may be modified where it contributes to slope stability, public safety or aesthetic character.
- (2) A site's various activities and elements should be logically located so that the project may operate efficiently and provide for pedestrian and vehicular safety. Loading and service areas should be separated from customer parking and traffic areas.
- (3) From the street to new residential, commercial or recreational structures there should be a pleasing transition that provides for adequate landscaping, walkways and parking.
- (4) Parking shall be provided in accordance with City of Scotts Valley Zoning Ordinance Section 17.44.080.
- (5) Parking areas for commercial facilities should be screened from public streets and divided with landscaping, buildings, walls, fences, berms or other means. In large parking lots, islands of trees shall be incorporated into the design. ~~Where feasible, the School District and City shall employ shared parking facilities.~~
- (6) Trash containers and service and loading docks should be conveniently located and sized, but must not interfere with other circulation or parking on the site. Trash and recycling containers should be located away from public street and store entrances and should be completely screened with materials similar to, or

compatible with buildings located on the same site. All outdoor refuse collection areas shall be enclosed per City approved standard details.

- (7) Solar access shall be planned into the site design where possible. Climatic factors such as prevailing winds, shade trees, window and door orientation and the positioning of buildings on the site shall be coordinated to conserve energy.
- (8) State laws require that all facilities which are open to the public must be accessible to and usable by the physically handicapped. Plans for construction of new public facilities shall incorporate features that insure accessibility to the physically handicapped.

The following general **landscape standards** for design and maintenance shall apply:

- 1) Landscaped yards and areas shall be provided and maintained at the time a building is occupied. All unpaved areas shall be landscaped with ground cover and/or shrub plant material and undeveloped areas proposed for future expansion shall be landscaped with appropriate plant material, to include ground cover, shrubs and/or trees. Use of drought tolerant native vegetation is encouraged, especially in residential and park areas.
- (2) No artificial or nonliving materials may be used in place of vegetation. All required landscaping shall be vegetation except for fences, walls, fountains, lighting, sculpture, ornamental paving and similar items.
- (3) All trees planted adjacent to a street shall be of a minimum fifteen-gallon size; all others shall be a minimum five-gallon size.
- (4) All plants shall be planted with spacings and locations (given the plant types and character, type of soil, availability of or likelihood of watering regularity and similar considerations) so that the plantings will achieve their purpose within a reasonable time.
- 5) Landscaping required as a screening device shall be of a type which provides a year-round barrier and shall be of trees and/or shrubs spaced so that any view of objects on the opposite side (at ground level) is effectively screened. A fence or wall required as a screening device shall be constructed of materials which effectively screen unwanted views. Fences and walls shall be landscaped and modulated to provide visual relief from continuous wall or fence surfaces.
- (6) All shrubs used for screening purposes shall be of a minimum five-gallon size.

- (7) Areas utilized for parking, storage or loading shall be effectively screened, staggered or otherwise obscured from view as viewed from access streets or adjacent properties.
- (8) A unified street tree plan should be developed for ~~Blue Bonnet Lane and Skypark Drive~~ major public streets. The plan should address landscape plantings as well as the provision of pedestrian amenities such as street furniture, specially designed street lighting, and quality paving materials in sidewalk and crossing areas.

The following additional development standard shall apply:

- (9) Improvements shall require review and approval by the Design Review Board.

2.4: PROPOSED ZONING

The proposed zoning for the Skypark Amended Specific Plan area, illustrated in Figure 10, includes the following five City of Scotts Valley land use districts: (1) Multiple Residential (R-M-6); (2) High Density Residential (R-H); (3) Service Commercial (C-S); (4) Open-Space (OS); and (5) Public/Quasi Public (P). The Planned ~~Unit~~ Development ~~Combining~~ (PUD) (PD) district is also proposed for residential and commercial areas of the Plan. Relevant zoning requirements from these districts are provided below. Please refer to the appropriate chapter of the City of Scotts Valley Zoning Ordinance for additional information regarding each district.

RESIDENTIAL USES

Residential Site A

Residential Site A is zoned for R-M-6 Multiple Residential use (as consistent with the Med/High Residential General Plan designation). The location of Residential Site A is illustrated in Figure 10. As described in Chapter 17.12 of the City Zoning Ordinance, the R-M-6 zoning classification was established to provide for a variety of housing types including single-family subdivisions, townhouse and condominium development. R-M-6 zoning allows a maximum density of 9 units per acre.

Residential Site A will also be zoned for Planned ~~Unit~~ Development (PUD) (PD). The City's PUD PD district regulations are designed to provide a vehicle for the development of lands within the city for which, because of their unique or unusual size, shape, topography, vegetation, natural characteristics or relationship to surrounding land uses, it is not practical to apply traditional development techniques to preserve the physical, social and economic value of the particular area of the city. Further, the planned unit development requirements are intended to encourage more creative and imaginative approaches to development which will take full advantage of the unique qualities of the city and of a particular site, conserve natural features and resources and promote more aesthetic and efficient use of land.

Zoning regulations for PUD PD districts require planned development to be more responsive to the natural constraints and character of the land. Lot area, yard requirements and building separations are not fixed, and may be less than those specified in the underlying R-M-6 zoning district. Instead, they are governed by the size, shape and mass of the proposed structures, the topography of the site, and other design considerations. Development is not allowed to exceed the overall density or building height of the underlying R-M-6 zoning district, as described below.

Allowable Building Density and Massing:

- (1) Density: A range of ~~140 to 170~~ 180 to 210 dwelling units shall be allowed on Residential Site A (~~26.1~~ 22.8 acres).
- (2) Maximum Site Coverage: Impervious surfaces shall not cover more than fifty-five percent of the site.
- (3) Building Height: No structure shall exceed thirty-five feet in height.

Permitted Uses

The following uses are permitted within R-M-6 districts:

- (1) Single- and multiple-family dwellings;
- (2) Family day care homes;
- (3) Mobile homes and manufactured housing; and
- (4) Accessory structures and uses located on the same site with a use which is incidental to the permitted use, including but not limited to home occupations, private garages and parking areas.

The following **conditional uses** are permitted upon the granting of a use permit:

- (1) Bed and breakfast establishments;
- (2) Country clubs and golf courses;
- (3) Day care centers;
- (4) Foster homes;
- (5) Occupancy of existing dwelling while constructing a replacement dwelling on the same lot;
- (6) Public and quasi-public uses, including churches, synagogues and other places of worship, firehouses, parks and playgrounds, ~~schools~~, and public utility buildings and uses;
- ~~(7) Residential care facilities; and~~
- (8) Tract offices and temporary construction trailers.

Residential Site B

Residential Site B is zoned High Density Residential (R-H) and will be zoned Planned ~~Unit~~ Development (~~PUD~~) (PD). The location of R-H zoned lands is illustrated in Figure 10. As described in Chapter 17.10 of the City of Scotts Valley Zoning Ordinance, the R-H zoning district is designed to allow for apartments, townhouses, condominiums and other similar developments. As discussed previously, the maximum number of units on Residential Site B is limited to 56 if market rate units are constructed. If low and moderate income units are constructed, 148 units would be permitted.

As described above, lot area, yard requirements and building separations are not fixed for PUD PD developments, and may be less than those specified in the underlying R-H zoning district. Rather, they are governed by the size, shape and mass of the proposed structures, the topography of the site, and other design considerations. Development is not allowed to exceed the overall density or building height of the underlying R-H zoning district, as described below.

Allowable Building Density and Massing:

- (1) Density: If market rate units are constructed a maximum of 56 dwelling units shall be allowed on Residential Site B (7.9 acres). However, if low and moderated income units are constructed, the number of units on Site B could increase to a maximum total of 148.
- (2) Maximum Site Coverage: Impervious surfaces shall not cover more than fifty-five percent of the site.
- (3) Building Height: No structure shall exceed thirty-five feet in height.

Permitted Uses

The following uses are permitted within R-H districts:

- (1) Single-family dwellings;
- (2) Family day care homes;
- (3) Mobile homes and manufactured housing; and
- (4) Accessory structures and uses located on the same site with a use which is incidental to the permitted use, including but not limited to home occupations, private garages and parking areas.

The following **conditional uses** are permitted upon the granting of a use permit:

- (1) Bed and breakfast establishments;
- (2) Community facilities and institutions;
- (3) Day care centers;
- (5) Occupancy of existing dwelling while constructing a replacement dwelling on the same lot;
- (6) Public utility and public service facilities;
- ~~(7) Residential care facilities; and~~
- (8) Tract offices and temporary construction trailers.

Development Criteria for R-M-6 and R-H Districts:

The following development criteria shall be used as guidelines in reviewing precise development plans submitted for residential uses in the Skypark area. A creative design approach is encouraged and may permit unique or

innovative solutions in lieu of these standards whenever it is deemed that the purposes of the Amended Specific Plan would be better served.

- (1) Attention shall be given to the topography of the site, the need for planting buffers and the development of building arrangements which will provide for maximum privacy and preservation of the natural amenities of the site. The location of building(s) and parking shall be appropriate to the size, shape and topography of the site and in harmony with its setting.
- (2) Ingress, egress and traffic circulation shall be provided in conformance with existing and proposed street improvements and shall comply with City standards.
- (3) Lot area, yard requirements and building separations shall not be fixed. They shall be governed by the size, shape and mass of the structures, the topography of the site, and by accepted design principles. In no case shall any structure exceed a building height of 35 feet, nor shall any building or accessory structure be placed closer than ten feet from any street.
- (4) Off-street parking areas shall be provided for all land uses in conformance with the off-street parking requirements set forth in Section 17.44.030 of the City of Scotts Valley Zoning Ordinance.
- (5) Landscaped areas shall be established and maintained on all developed sites to promote visual aesthetic appeal and to soften the visual impact of developed areas. Preference shall be given to native species and low-maintenance, drought tolerant plants.
- (6) Private yard space shall be provided at a minimum of four hundred square feet per dwelling unit on Residential Site A (see Figure 9).

COMMERCIAL USES

Commercially designated areas are zoned for Service Commercial (C-S) uses and will also be zoned PUD PD. Consistent with the Service Commercial General Plan designation, the purpose of the Service Commercial district is to provide appropriately located areas for retail stores, offices, service establishments and businesses, professional offices, etc. Multiple-family residential uses are also conditionally permitted. Consequently, the C-S district allows for a high level of flexibility in terms of the ultimate uses within this district.

As discussed above, the City's zoning regulations for PUD PD districts (Chapter 17.38 of the City Zoning Ordinance) require planned development to be more responsive to constraints and other characteristics of a property. Lot area, yard requirements and building separations are not fixed.

Instead, they are governed by the size, shape and mass of the proposed structures, the topography of the site, relationship to surrounding structures and uses and other design considerations. Development is not allowed to exceed the overall density or building height of the underlying C-S zoning district, as described below.

Allowable Building Coverage and Height

As set forth in Chapter 17.22 of the City Zoning Ordinance, the following provisions shall apply:

- (1) **Maximum Building Coverage:** The maximum building coverage shall be forty-five percent.
- (2) **Building Height:** No structure shall exceed 35 feet in height. However, if the first floor of the structure is used for parking and is at natural grade, the 35 foot height limit may be exceeded upon the granting of a use permit by the Planning Commission.

Permitted Uses

The following uses are permitted in C-S districts:

- (1) Retail establishments;
- (2) Animal hospitals;
- (3) Banks;
- (4) Business and personal service establishments;
- (5) Medical, professional and general business offices;
- (6) Radio and television broadcast studios; and
- (7) Accessory structures and uses located on the same site with a permitted use which are customarily incidental to the permitted use, including but not limited to incidental storage facilities and signs which pertain only to a permitted use on the premises.

The following **conditional uses** may be permitted upon the granting of a use permit:

- (1) Automobile sales;
- (2) Automobile repair and related services in an enclosed building;
- (3) Automotive service stations;
- (4) Car wash;
- (5) Coin-operated laundries;
- (6) Commercial recreation;
- (7) Equipment rental yards;
- (8) Hotels and motels;
- (9) Mini-storage buildings;
- (10) Multiple-family dwellings located either above the ground level commercial use or at ground level at the rear of a commercial space;
- (11) Outdoor storage;

- (12) Public utility service yards;
- (13) Recreational vehicle sales, including boat sales;
- (14) Restaurants and bars;
- (15) Wholesale establishments;
- (16) Service shops, including printing, photographic, cabinet repair, electrical repair, heating and ventilating shops, and catering services;
- (17) Social halls, lodges, fraternal organizations and clubs;
- (18) Churches, synagogues and other places of worship; and
- (19) Other uses the Planning Commission finds to be of a similar nature to those listed above.

Development Criteria:

The following development criteria shall be used as guidelines in reviewing development plans submitted for commercial uses in the Skypark Amended Specific Plan area. A creative design approach is encouraged and may permit unique or innovative solutions in lieu of these standards whenever it is deemed that the purposes of this Amended Specific Plan would be better served.

- (1) Outdoor storage areas for materials and equipment shall be surrounded and screened by appropriate materials subject to the approval of the design review board. The public works department shall review the plans for adequacy of access.
- (2) Not less than ten feet of a required yard adjoining a street shall be landscaped and permanently maintained.
- (3) A minimum of ten percent of the total site area shall be landscaped and permanently maintained.
- (4) Each parcel shall provide adequate and accessible trash disposal areas. Such disposal areas shall be screened from public view.
- (5) All business, services and processes shall be conducted entirely within a completely enclosed structure, except for off-street parking and loading areas, gasoline service stations, garden shops, Christmas tree sales, open-air markets, outdoor theatrical activities and the sale of nursery products.

PUBLIC AND QUASI-PUBLIC

The ~~21.5~~ 21.2 acre public use area is zoned Public and Quasi-Public (P). This zoning district was established by the City to accommodate community service, recreational, ~~educational~~ and other public facilities. The district is intended to provide space for community facilities needed to complement urban residential areas and for institutions which may complement a residential environment.

As per Chapter 17.30 of the City Zoning Ordinance, the following **development standards** shall apply for all facilities constructed in the area zoned for Public/Quasi-Public:

- (1) Density: A maximum building coverage of thirty percent shall be allowed, with the following lot size requirements:
 - (a) Minimum lot area: 10,000 square feet;
 - (b) Minimum lot width: 60 feet;
 - (c) Minimum lot depth: 100 feet;
 - (d) Minimum lot frontage: 100 feet;
- (2) Setbacks: Minimum setbacks are established as follows:
 - (a) Front: twenty feet
 - (b) Rear: ten feet
 - (c) Side: ten feet
- (3) Building Height: No structure shall exceed thirty-five feet in height.

Permitted Uses

The following uses are permitted in Public/Quasi-public districts:

- (1) All facilities and structures owned by any federal, state, county or city government or agency thereof or by any ~~school district or community college district~~, special district, including but not limited to a water district or a fire district or any agency thereof, which is used for administrative, office, ~~educational~~ or recreational purposes or for the provision of services to the public;
- (2) Emergency services, including but not limited to police and fire stations, Red Cross and immediate medical services;
- (3) Single-family dwellings; and
- (4) Accessory uses and structures located on the same site with a permitted use which are customarily incidental to the permitted use, including but not limited to incidental storage facilities and signs which pertain only to a permitted use on the premises;

The following **conditional uses** may be permitted upon the granting of a use permit:

- (1) Art, dance gymnastic, exercise or music studios or classes;
- (2) Business or trade schools;
- (3) Churches, synagogues and similar houses of worship;
- (4) Community centers;
- ~~(5) Day care centers;~~
- (6) Facilities of all public utilities and corporations or other organizations whose activities are under the jurisdiction of the Federal Communications Commission, the Interstate Commerce Commission or the California Public Utilities Commission;
- (7) Outdoor recreational facilities, including parks, playgrounds, golf courses, public swimming pools and tennis courts;
- ~~(8) Residential care facilities;~~
- (9) Cultural facilities, including but not limited to theaters, museums and centers for the arts;
- ~~(10) Hospitals;~~
- ~~(11) Private schools, colleges and universities and their related facilities, including faculty and student housing; and~~
- (12) Other uses the Planning Commission determines to be of a similar nature to those listed above.

OPEN SPACE

Areas within the Skypark Amended Specific Plan area that are designated as open space will carry Open Space (OS) zoning. These areas have been set aside for the purposes of conserving natural resources and restricting development in natural hazard areas. The Open Space zoning district allows for limited uses which may include public and private recreation areas, parks, play grounds, wildlife preserves, and accessory uses or structures supporting the above. Areas zoned Open Space in the Amended Specific Plan area consist of sensitive habitat areas and steeply sloped areas. These lands are not considered to be developable.

Permitted Uses

As set forth in Chapter 17.32 of the City Zoning Ordinance, the following uses are permitted in the Open Space District:

- (1) Fish and wildlife management activities or facilities;
- (2) Flood-control channels and drainage facilities;
- (3) Public and private recreation areas, parks, playgrounds, wildlife preserves and timber preserves;
- (4) Watershed management activities or facilities, including but not limited to aquifer recharge areas, stream restoration projects and related activities;

- (5) Accessory uses and structures located on the same site with a permitted use, including but not limited to incidental storage facilities and signs which pertain only to a permitted use on the premises.

The following **conditional uses** may be permitted upon the granting of a use permit:

- (1) Commercial and private stables and riding academies;
- (2) Crop and tree farming and grazing of horses, cattle, sheep and goats;
- (3) Golf courses, driving ranges and other similar commercial recreational facilities, but not including drive-in movie theaters or any facility where the principal use is enclosed in a building;
- (4) General outdoor recreational uses, including but not limited to tennis and basketball courts, soccer, softball and baseball fields, campgrounds, picnicking grounds, and recreational trails;
- (5) Kennels, aviaries, and other wholesale animal-raising facilities;
- (6) One or more single-family dwellings, with accessory structures, at a density not to exceed one dwelling unit per ten acres; if more than two dwellings are involved, the development proposal must be clustered and in conformance with an approved planned unit development;
- (7) The growing and harvesting of Christmas trees;
- (8) The growing and harvesting of timber and other forest products; and
- (9) Other uses which the Planning Commission determines to be of a similar nature to those listed above.

SECTION 3: INFRASTRUCTURE PLAN

As required by the State of California Office of Planning and Research, goals, objectives and policies pertaining to transportation, water, sewer, storm drainage, solid waste, energy and other support facilities are contained below. The linkages between infrastructure plan policies and existing General Plan policies is indicated in parenthesis following each policy statement.

The discussion of goals, objectives and policies is followed by a narrative description of proposed infrastructure improvements and supporting illustrations. The linkages between the Amended Specific Plan goals, objectives and policies and the infrastructure plan itself are also noted in parenthesis. Combined, this information is intended to provide for comprehensive circulation and public services and utilities planning for the Skypark Special Treatment Area, as well as for adjacent planning areas (Planning Areas B and C).

The goals, objectives and policies set forth below serve as a basis for the planned infrastructure improvements illustrated in Figures 11 through 16. They provide a framework to help guide infrastructure planning associated with future development proposals. More detailed infrastructure planning for specific development proposals will need to be undertaken at the time these projects are proposed. The infrastructure improvements set forth in this Plan are limited to the major circulation elements and public service facilities needed for anticipated future development.

3.1: GOALS, OBJECTIVES and POLICIES

Transportation

Goal: Provide for comprehensive circulation planning and improvements for future development in the Skypark Amended Specific Plan area which include planned circulation routes for vehicles, bicycles and pedestrians.

Objective 1: Access to Skypark and circulation thereon should be safe and convenient for pedestrians, cyclists and vehicles.

Policy 1.1: Roadways in the Planning area should provide for safe and efficient vehicular movement. (29.1.1)

- a) Ingress, egress and traffic circulation throughout the Skypark area shall comply with City standards.

- b) The number of curb cuts connecting the site with collector or arterial streets should be minimized.
- c) Traffic circulation between the site and adjacent lots should be coordinated. Mutual access easements and mutual driveways should be used to minimize paved areas and curb cuts.

Policy 1.2: The alignment and design of project roadways should be consistent with the recommended improvements set forth in Scotts Valley's citywide transportation plan.

Policy 1.3: Project roadways shall be designed and constructed to meet City roadway standards to ensure that adequate fire protection services can be provided.

- a) An emergency exit road shall be provided ~~off Skypark Drive from Residential Site A, connecting to Blue Bonnet Lane through the~~ community park, and shall be constructed to meet standards set forth by the Scotts Valley Fire District.

Policy 1.4: All private streets shall conform to the City of Scotts Valley Standard Details unless modified by this Amended Specific Plan.

Objective 2: Provide facilities for safe and pleasant pedestrian travel.

Policy 2.1: Sidewalks shall be provided in appropriate areas to ensure safe pedestrian travel. (29.2.6)

Policy 2.2: Street lighting shall be provided for pedestrian safety. (29.2.4)

Policy 2.3: Adequate provision shall be made for pedestrian crossings at appropriate locations. (29.2.7)

Policy 2.4: Barrier free access shall be provided to all new public facilities.

Policy 2.5: Ensure that school children are provided safe pedestrian and bicycle travelways.

Objective 3: Encourage the use of mass transit.

Policy 3.1: Facilities for transit use such as bus shelters and pullouts shall be provided as needed in conjunction with new development. (31.1.2)

- a) Development plans shall be reviewed by the Santa Cruz Transit District so transit facilities, as per District standards, can be incorporated.

Objective 4: Provide safe and efficient bicycle transportation routes.

Policy 4.1: Bicycle paths shall be provided for transportation and recreational purposes, consistent with the City's comprehensive bicycle path system plan.

- a) Designated bike lanes shall be provided on both sides of ~~Blue Bonnet Lane extension~~ and Skypark Drive Road A and within the community park.

Policy 4.2: Street parking along designated bicycle lanes shall be discouraged in order to reduce the conflict between bicycles and other modes of travel. (32.2.2)

Policy 4.3: Provisions for hiking and equestrian trails should be incorporated into the layout of future park and school facilities in the Skypark area. (33.1.1)

Water, Sewer, and Storm Drainage

Goal: Promote the adequate provision of services and an efficient system of public utilities.

Objective 5: Adequate infrastructure facilities for water, sewer and storm drainage shall be incorporated into the project.

Policy 5.1: Water lines shall be designed and constructed to adequately provide for water service and fire protection needs of all new planned development.

- a) New water lines shall be sized to provide for adequate fire flow. (9.3.3)

Policy 5.2: Sewer lines shall be designed and constructed to adequately serve new development.

- a) Sewer facilities shall be designed to assure sufficient capacity to handle anticipated flows. Gravity flow shall be provided wherever possible. Sewage pump stations and force mains shall be provided if required.

Policy 5.3: Separate water meters shall be provided for each residential unit or reasonable building area as part of commercial or industrial development.

Policy 5.4: Sewage disposal shall be in accordance with the City's Wastewater Plan. (27.2.1)

Policy 5.5: Storm drainage systems shall be designed to maximize groundwater recharge where feasible.

- a) On-site stormwater detention ponds and/or other recharge methods shall be provided to mitigate loss of recharge areas. Stormwater retention and ground water recharge through percolation ponds may be recommended pursuant to further investigations by a hydrogeologist.
- b) Storm drains shall be constructed to transmit stormwater to detention/retention basins and to final discharge points.

Policy 5.6: All storm drainage facilities shall conform to the City of Scotts Valley Standard Details.

Solid Waste Disposal

Goal: Provide for collection and disposal of generated wastes in an environmentally safe manner.

Objective 6: Dispose of solid waste associated with new development in a manner which will protect the environment and ensure public health and safety.

Policy 6.1: Solid wastes generated by development in the Skypark area shall be handled and disposed of in accordance with the Santa Cruz County Solid Waste Management Plan. (27.3.1)

Policy 6.2: Encourage recycling of solid waste material. (27.3.2)

Energy

Goal:

Provide for utility services which are sufficient to meet anticipated demands for the Skypark area.

Objective 7:

Design and construct utilities which are both energy efficient and aesthetic in appearance.

Policy 7.1:

All new utility lines in the project area shall be placed underground. (27.5.2)

3.2: PLAN PROPOSALS

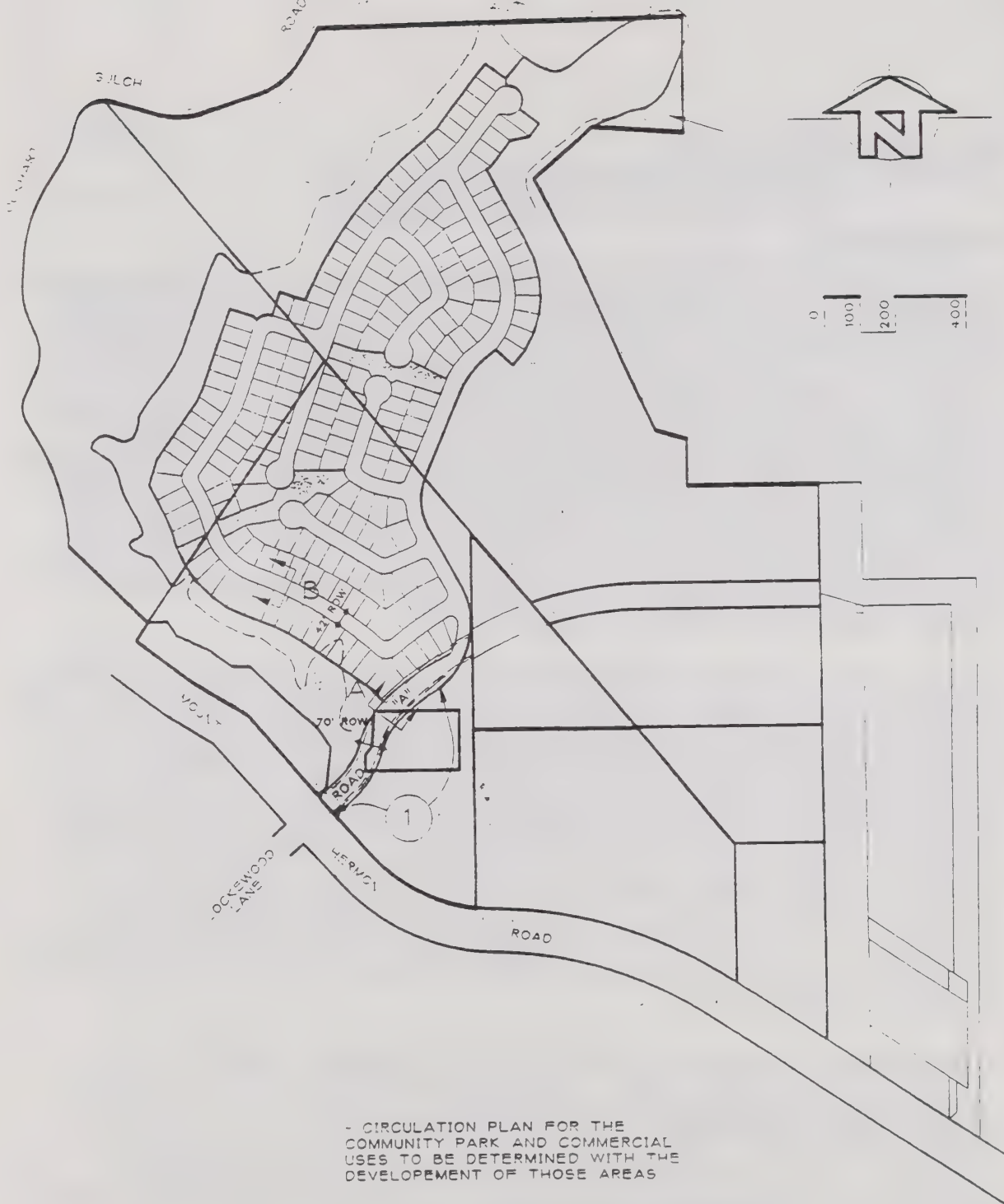
Transportation

The proposed transportation system for Skypark consists of ~~the extension of Blue Bonnet Lane in a southwesterly direction from King's Village Road to Mount Hermon Road, plus the construction of a cul de sac, approximately 1900 feet in length, connecting to the proposed Blue Bonnet Lane extension a western main entry road (Road A) at the intersection of Mt. Hermon Road and Lockwood Lane which provides access to Residential Site A's public streets and an eastern access from the intersection of Blue Bonnet Lane and Kings Village Drive.~~ Circulation in the commercial and community park areas will be planned in conjunction with the development of those areas. The proposed roadway alignments are illustrated in Figure 11. ~~These two roads will provide access to land uses within the Skypark area and provide a buffer area between different types of land use.~~

~~The Blue Bonnet Lane extension provides visual and physical access to the public use area. It also constitutes an important component of the city wide transportation plan. The Blue Bonnet Lane extension alignment and road width conforms to the General Plan program of established plan lines for future roadways. As illustrated in Figure 12, and tabulated in Table 3, Blue Bonnet Lane extension Road A contains four travel lanes and two bicycles lanes, for a total curb-to-curb width of 60 58 feet. By eliminating on-street parking, bicycle safety is enhanced. Sidewalk/parkway corridors are located on both sides of the street to provide maximum pedestrian safety. The total right-of-way width for the Blue Bonnet Lane extension Road A is 72 70 feet. A six foot wide public utilities easement (P.U.E.) is to be provided beyond the right-of-way.~~

~~Skypark Drive, which will primarily serve adjoining residential uses. Streets within Residential Site A will have has two travel lanes, and two bicycle lanes parking lanes and sidewalk on one side, for a total curb-to-curb width of 36 feet. Skypark Drive also provides sidewalk/parkway corridors on both sides of the street. The total right-of-way width for Skypark Drive Residential Site A streets is 50 42 feet. A six foot wide public utilities easement (P.U.E.) is to be provided beyond the right-of-way.~~

Although transit facilities are not incorporated into the circulation plan at this time, pullouts and bus shelters, as deemed necessary by the Santa Cruz County Transit District, shall be incorporated into individual development plans at locations which encourage the use of public transit. All facilities will be constructed in conformance with the standards of the Transit District.



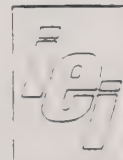
CIRCULATION PLAN

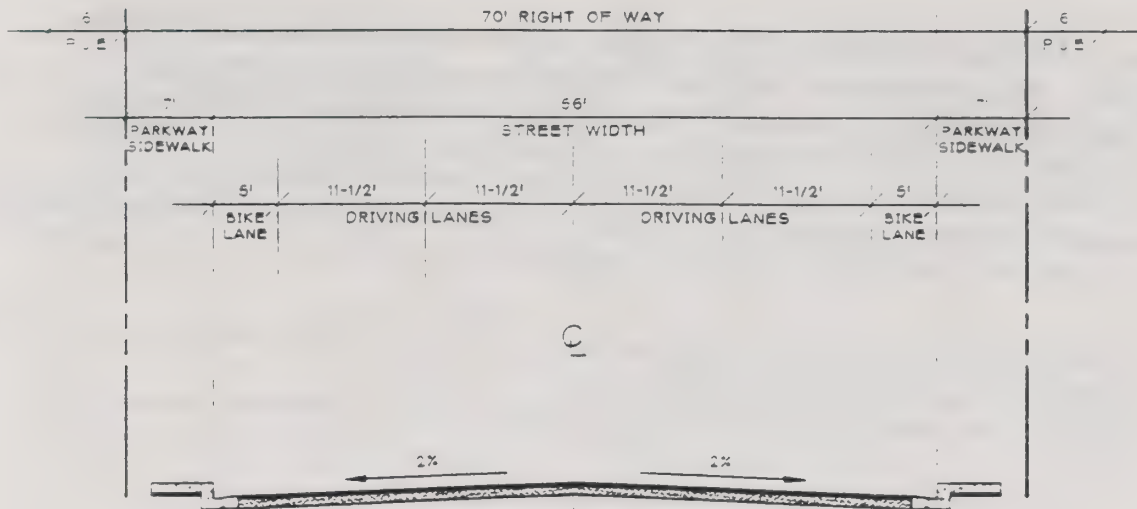
FIGURE

11

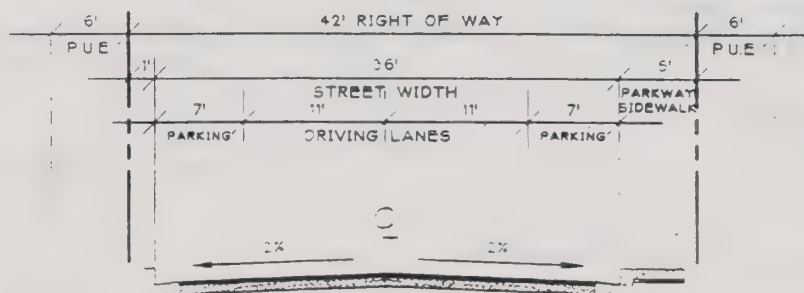
SKYPARK SPECIFIC PLAN

FLAND ENGINEERS, INC. • OCTOBER 1994





(A) TYPICAL STREET SECTION
ROAD "A"



(B) TYPICAL STREET SECTION
RESIDENTIAL SITE "A" STREETS

Legend

ROADWAY CROSS-SECTIONS

Figure

12

SKYPARK SPECIFIC PLAN

FLAND ENGINEERS, INC. • JUNE 1994



Proposed improvements to the Mount Hermon Road/~~Blue Bonnet Lane~~ Road A intersection and the ~~Blue Bonnet Lane/Skypark Drive~~ Road A/~~Residential Site A~~ intersection, designed to provide for safe turning movements and through travel, are illustrated in Figure 13. Modification of the signalization at the Mount Hermon Road/Scotts Valley Drive intersection will be required in order to accommodate the increased turning movements. (See Infrastructure Plan policies 1.2, 1.3, 2.1, 3.1, 4.1 and 4.2)

TABLE 3: ROADWAY WIDTHS

~~Blue Bonnet Lane~~
Road A

Travel Lanes	4 @ 12'	=	48'	
Bicycle Lanes	2 @ 5'	=	10'	
			58'	curb-to-curb width
Sidewalk/parkway	2 @ 6'	=	12'	
			70'	right-of-way width

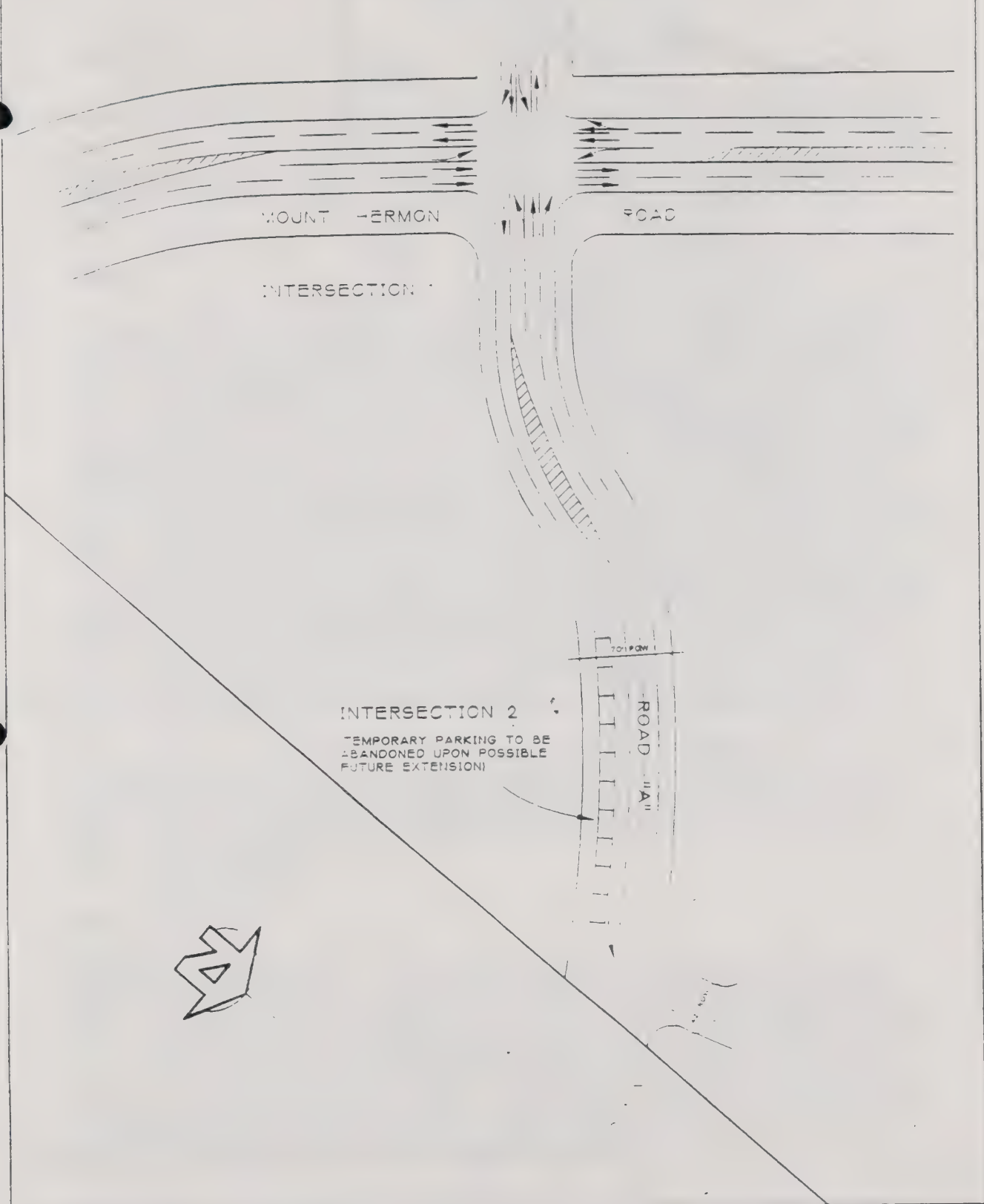
~~Skypark Drive~~
Residential Site A Streets

Travel Lanes	2 @ 11'	=	22'	
Parking Lanes	2 @ 7'	=	14'	
			36'	curb-to-curb width
Sidewalk	1 @ 5'	=	5'	
Curb	1 @ 1'	=	1'	
			42'	right-of-way width

Source: Ifland Engineers

Water

Figure 14 illustrates the proposed location and sizing of water facilities. A stub from Residential Site A for a possible future extension to the community park and commercial areas is provided ~~connection between the dead end water lines at the Mount Hermon Road/Blue Bonnet Lane, at the end of King's Village Road and the K Mart/mini storage line will be made~~ in order to improve flows. The line at King's Village Road ends at the well/treatment plant site. Fire hydrants will be provided at an interval of 300' based upon Scotts Valley Fire Protection District requirements. The water line to serve ~~the parcels along Skypark Drive~~ Residential Site A and into the property along Lockhart Gulch Road will not be looped at this time, as there are no existing facilities in the vicinity.



Legend

TURNING MOVEMENTS

INTERSECTION IMPROVEMENTS

Figure

13

SKYPARK SPECIFIC PLAN

FLAND ENGINEERS, INC. • JUNE 1994





Further analysis of the system and details of the inter-ties will be required at the time of the roadway design. However, in discussions with the water district personnel, the proposed additions will improve the present system's operational characteristics. (See Infrastructure Plan Policy 5.1)

Sewer

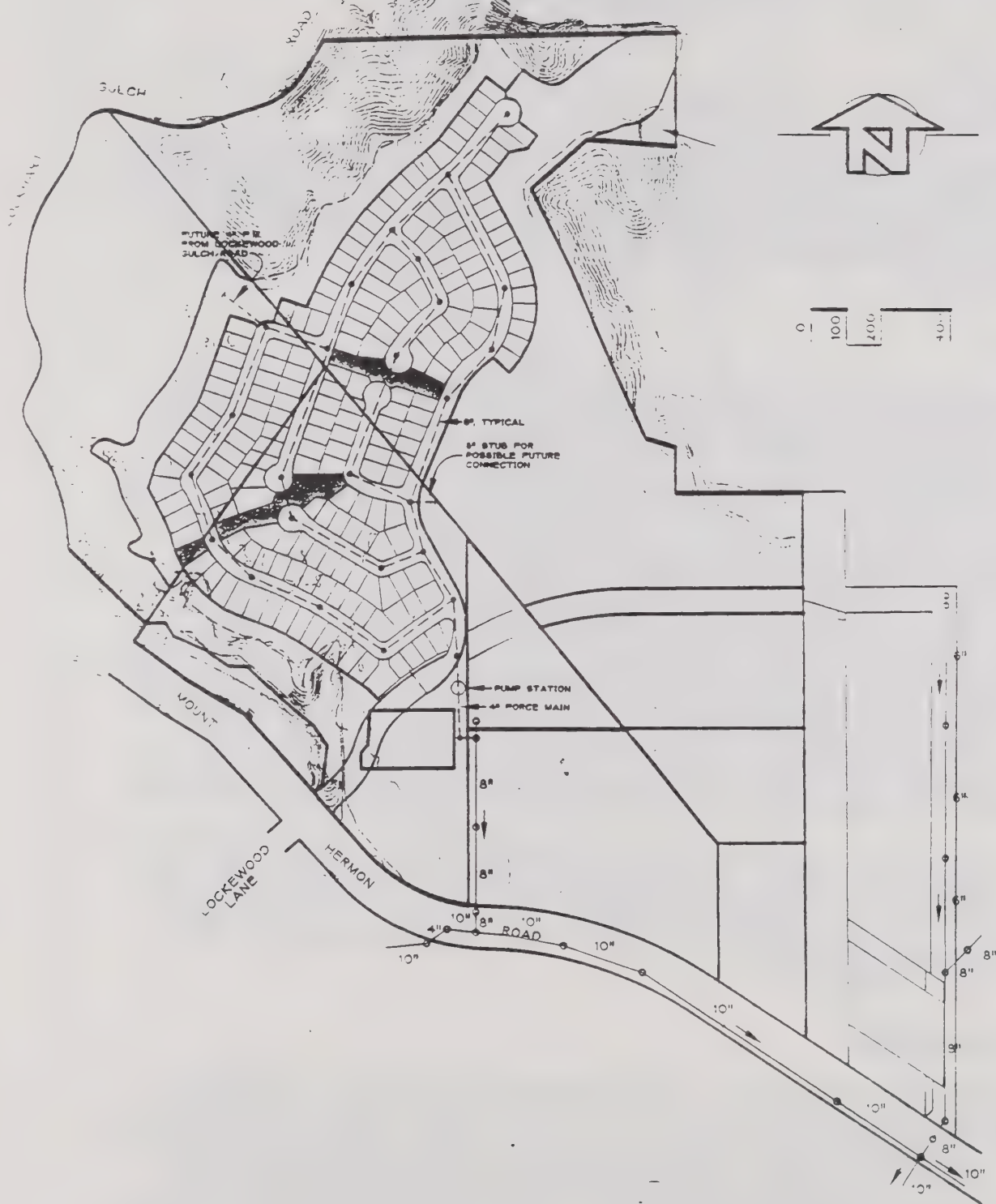
Providing sewer service to the proposed development sites is a somewhat more difficult problem than are the other utilities, due to the topographic configuration of the site and the limited depth of existing sewer lines to which connections can be made. As illustrated in Figure 15, a connection to the existing sewer west of the K-Mart shopping center is proposed. From the point of connection, the sewer line runs at a minimum grade of 0.6% to the ~~Blue Bonnet Lane/Skypark Drive Road A/Residential Site A~~ intersection. ~~From this point the sewer continues northerly in Blue Bonnet Lane. Due to the limited depth of the sewer line, it will be necessary to extend the sewer across the public use area to Skypark Drive A stub line for a possible future connection to the community park and commercial areas is provided from Residential Site A.~~ The Lockhart Gulch Road parcels and the southerly portion of the study area will be required to be served by sewage pump stations, one located on Lockhart Gulch Road and the other located at the Mount Hermon Road/~~Blue Bonnet Lane Road A~~ intersection.

The southerly portions of the Skypark property and its easterly and westerly adjoiners are proposed to be served by extending the sewer along Mount Hermon Road from Kings Village Road. No crossings of Mount Hermon Road are required with the proposed system. (See Infrastructure Plan Policies 5.3 and 5.4)

Storm Drainage

As illustrated in Figure 16, storm drainage is proposed to be collected in storm drainage facilities constructed in ~~Blue Bonnet Lane and Skypark Drive Road A and Residential Site A streets.~~ To the greatest extent feasible, storm water will then be discharged into the creek paralleling Mount Hermon Road which crosses Lockhart Gulch Road and joins Bean Creek diverted to a storm retention basin to be located within the area designated for the community park. When the park is developed, the detention basin may be incorporated into a playing field facility.

Storm water is proposed to be diverted away from the bluff areas to avoid further erosion and slope instability. No on-site detention is proposed in connection with the road construction. ~~However, if proven to be feasible through investigation by a hydrogeologist, storm water retention and ground water recharge should be incorporated into the development plans for the proposed public use area.~~ Regardless of the requirement for on-site detention, silt and grease trap drainage structures are required in an effort



- EXISTING SEWER MAIN
- - - - - PROPOSED SEWER MAIN
- FM SEWER FORCE MAIN
- EXISTING MANHOLE
- PROPOSED MANHOLE

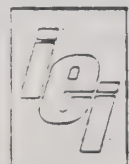
SEWER SYSTEM

SKYPARK SPECIFIC PLAN

IFLAND ENGINEERS, INC. • OCTOBER 1994

FIGURE

15



to reduce contaminant discharge to drainage courses. (See Infrastructure Plan Policies 5.5 and 5.6)

Solid Waste Disposal

Solid waste disposal shall be in conformance with the Santa Cruz County Solid Waste Management Plan. More detailed solid waste disposal plans will be proposed in conjunction with site specific development proposals. However, recycling as well as other mitigation measures to reduce the types and volumes of solid waste created are encouraged. (See Infrastructure Plan Policies 6.1 and 6.2)

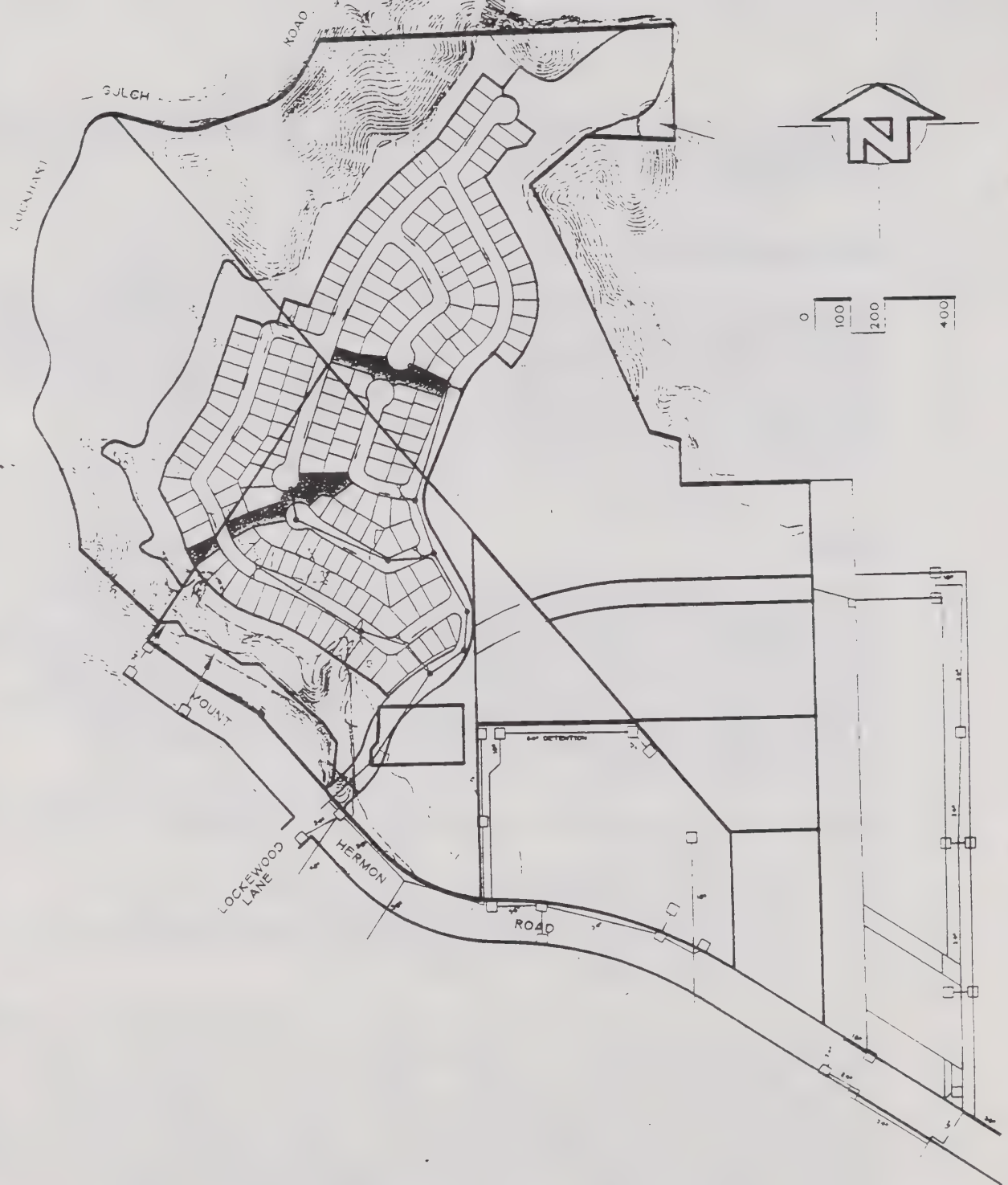
Energy

Pacific Gas & Electric (PG&E) will govern the standards and design characteristics for power and gas facilities and will also assist in coordinating the joint trenching for telephone and cable television systems. All utilities shall be placed underground. The precise sizing and configuration of power and gas facilities on individual parcels will be determined at a later date by PG&E in conjunction with specific development proposals.

PG&E can provide the following assistance in planning for energy facilities:

- a) Delineate existing facilities and easements.
- b) Show routing of proposed service lines.
- c) Coordinate joint trenching proposals with telephone and cable television services.

PG&E proposes two 4" conduits and pull boxes spaced along the roadways for underground power. Gas main sizing is impractical at this time due to the uncertainty of future demand. Thus, some adjustments in the development schedules may be necessary in order to allow for this decision to be made at a more appropriate time. A six-foot public utilities easement (P.U.E) is to be provided beyond the proposed right-of-way along ~~Blue Bonnet Lane and Skypark Drive~~ Road A and Residential Site A streets. (See Infrastructure Plan Policy 7.1)



- EXISTING STORM DRAIN
- - - - PROPOSED STORM DRAIN
- EXISTING STRUCTURE
- PROPOSED MANHOLE
- PROPOSED INLET

STORM DRAINAGE

SKYPARK SPECIFIC PLAN

FLAND ENGINEERS, INC. • OCTOBER 1994

FIGURE

16



3.3: STANDARDS AND CRITERIA

Transportation

- (1) All project roadways shall be designed and constructed in conformance with City roadway standards, unless modified by this Amended Specific Plan. Please refer to Appendix C for information regarding these standards.
- (2) An emergency exit road shall be provided to Residential Site A as needed to comply with City street design standards (Appendix C). The alignment shall be planned and constructed in conjunction with the planning and construction of the park facilities. The emergency exit road shall be constructed in conformance with Scotts Valley Fire District standards and shall be a minimum of 12 feet wide with an all weather surface.

Water

- (1) Depending on the type of land use served, a fire flow between 2,500 and 3,700 gallons per minute (gpm) fire flow should be provided. The present water system flow at its connection at Mount Hermon Road/~~Blue Bonnet Lane~~ Road A is 2,700 gpm. However, system flows should improve with the proposed inter-tie.
- (2) Fire hydrants should be spaced at a maximum interval of 300 feet, in conformance with the Scotts Valley Fire Protection District requirements.

Sewer

- (1) The sewer system is designed to provide a slope of 0.6 percent or greater. In the final design for sewer improvements a flatter slope may be necessary in order to provide a greater depth of cover. Flatter slopes may require a slightly larger sewer diameter in order to provide capacity for anticipated flows.
- (2) Manholes are spaced at a maximum interval of 400 feet.

Storm Drainage

- 1) As currently designed, the storm drainage system assumes a 10-year storm frequency, and assumes that no storm water will be detained. Retention and recharge facilities will be added pursuant to further

investigation by a hydrogeologist and will be incorporated into final improvement plans for the project.

- (2) Reinforced concrete pipes and standard drainage structures shall be used.

SECTION 4: PLAN IMPLEMENTATION

General Provisions

The development policies and standards set forth in Sections 2 and 3 of this Plan apply to all new construction occurring in Planning Areas A (Skypark Special Treatment Area), B and C. The Redevelopment Agency and the owner/developer of any portion of the Skypark area must enter into an agreement which documents the commitments and obligations each party shall undertake to ensure that development will occur in conformance with the Amended Specific Plan. The agreement shall state when the Redevelopment Agency will complete its commitments and the amount of total public investment in the project, including the amount and schedule of payments to be made to the owner/developer(s). The commitments of the owner/developer(s) shall also be specified, including the specific development plan and a time schedule, including contingencies, for its execution. The owner participation rules adopted by the Scotts Valley Redevelopment Agency are included in this document as Appendix E.

The Amended Specific Plan shall become effective upon the ~~final approval by the City of Scotts Valley effective date~~ of the development agreements for Planning Areas A1, A2, A3 and A4 ~~and upon the later of: (1) 60 days after the second reading of the ordinance approving said agreements without the filing of a referendum petition or legal challenge to the ordinance; (2) the completion of a referendum confirming the approval of said ordinance; or (3) the rendering of a final judgment in any action challenging said agreements in which the approval of the agreements is confirmed.~~

The PUD PD zoning designations described in the Amended Specific Plan will become effective upon the receipt and approval of General Development Plans consistent with density and intensity of the underlying zoning and with the Amended Specific Plan and upon the receipt and approval of other required applications under the PD process.

References to ordinances, City of Scotts Valley standards, fees, exactions and regulations throughout the Amended Specific Plan refer to those in effect at the time of adoption of this Amended Specific Plan. ~~The acreage amounts specified for the service-commercial land use in Planning Areas A and B include the Blue Bonnet Lane right-of-way.~~ The acreage amount specified for the residential land use in Planning Area A includes the Skypark Drive public street rights-of-way. All acreage amounts for all Planning Areas and land uses are approximate.

The boundary between Residential Site A and the Public/Quasi Public Area and the alignment of ~~Skypark Drive~~ Road A and Residential Site A streets are conceptual in nature. Modifications to the boundary and to the street alignments of ~~Skypark Drive~~ which are consistent with the goals, objectives

and policies contained in this document may be made without amending the Amended Specific Plan.

The City and the property owners and/or developers will clarify, through a development agreement, the conditions under which a use permit will be granted for conditional uses in the C-S area, as listed in Section 2.4: Proposed Zoning, Commercial Uses.

Permit Application Process

Any property owner wishing to erect a new structure must submit a development application for approval by the Planning Department. The appropriate application forms specifying the information which must be included in the application, and information regarding required filing fees, is available from the City Scotts Valley Planning Department.

Design Review Procedures

All proposed projects in the Amended Specific Plan area shall be reviewed by the City's Design Review Board to ensure that projects are consistent with the site and architectural design policies and standards set forth in this plan.

Relationship of the Amended Specific Plan to the California Environmental Quality Act

Adoption of a specific plan is a project subject to California Environmental Quality Act (CEQA) Guidelines. An Environmental Impact Report (EIR) covering the impacts of the 1992 Specific Plan ~~has been~~ was prepared and certified. The EIR covered the impacts of a certain mix and intensity of both residential and non-residential development. An Initial Study considering the impacts of the amendments to the 1992 Specific Plan was issued and a Negative Declaration was prepared.

Further environmental review or negative declaration shall generally not be required for residential projects, including any land subdivision or zoning change, or for neighborhood-commercial projects [defined as those facilities which are an integral part of a project involving the construction of housing and which serve the residents of the housing], which are undertaken pursuant to and in conformity with this Amended Specific Plan. However, a supplemental EIR may have to be prepared, after the Skypark Amended Specific Plan has been adopted, if one or more of the following conditions applies to a project of either residential or non-residential use.

- (1) The project is substantially different from the mix, intensity or type of use described in the Amended Specific Plan;
- (2) Significant changes to the site or surrounding areas have occurred since the adoption of the Amended Specific Plan;
- (3) Additional information about the potential impacts of the project becomes available after the EIR has been certified.

Except for neighborhood commercial projects, non-residential projects conforming to the land use and development intensity identified in the Amended Specific Plan are not automatically exempt from further environmental review. If the initial study prepared for a non-residential project discloses additional potential impacts not covered in the Amended Specific Plan EIR, a supplemental EIR must be prepared. The supplemental EIR needs to address only those site-specific impacts of the project identified in the initial study. All general impacts already addressed in the Specific Plan EIR may be included in the project EIR by reference.

Relationship of the Amended Specific Plan to the California Subdivision Map Act

The division of any land for the purpose of sale, lease, or financing is subject to regulation by the City of Scotts Valley Subdivision Ordinance (Title 16 of the City's Municipal Code). Pursuant to this ordinance a tentative subdivision or parcel map can be disapproved if the map is found to be inconsistent with the Amended Specific Plan.

Relationship of the Amended Specific Plan to the Scotts Valley Redevelopment Plan

Redevelopment plans and specific plans are both mechanisms by which local governments can plan for development in specific areas with special growth. Redevelopment Plans control general land use policy within blighted areas of the city which are appropriate for redevelopment, and where some local government intervention is considered necessary. The major difference between these two land use regulation techniques is the type of implementation involved. Specific Plans are a method of tightly controlling land use and urban design. Redevelopment plans incorporate the power to condemn land as well as to finance plan implementation through tax increment financing.

In 1990, the City of Scotts Valley established a Redevelopment Project Area and adopted the City of Scotts Valley Redevelopment Plan. The Skypark Amended Specific Plan area is entirely within the Scotts Valley Redevelopment area. Therefore, the Amended Specific Plan enables the

City to more effectively enact the goals of the Redevelopment Plan through the use of the Amended Specific Plan while still having the Redevelopment entitlements. Since both Plans must be consistent with the General Plan, they are in turn consistent with each other.

The City of Santa Cruz has adopted an ordinance which, subject to certain time limitations, authorizes redevelopment of the Skypark airport property by the Redevelopment Agency of the City of Scotts Valley effective upon its annexation to the City of Scotts Valley. The airport property will also be annexed into the Scotts Valley Fire District and, subject to LAFCO and the Scotts Valley Water District approval, into the Scotts Valley Water District.

The development of a community park on the Skypark property, ~~and the Blue Bonnet Lane extension project~~ are both identified in the Redevelopment Plan as proposed projects. The Redevelopment Plan anticipates future residential and commercial uses on the remainder of the Skypark property. Therefore, the Skypark Amended Specific Plan has been developed to ensure consistency with the goals of the Redevelopment Plan.

Relationship of the Amended Specific Plan to Other City Plans and Codes

City Zoning Ordinance

Once a specific plan has been adopted, no local public works project, tentative subdivision map or zoning ordinance can be undertaken for the plan area that is in conflict with the specific plan. Whenever the provisions of a specific plan conflict with the provisions of the zoning ordinance or whenever the provisions of the zoning ordinance reflect an internal conflict, the specific plan shall govern.

Public works projects described in the Amended Specific Plan are schematic in nature. Minor modifications in alignments and standards that are consistent with the goals, objectives and policies contained in this Amended Specific Plan may be approved by the City without amending the Specific Plan.

Municipal Codes

The development standards set forth in this Plan are not meant to take the place of municipal building or health and safety codes. No permit will be issued for development that does not meet the requirements of these regulations.

Projects Required by Law to be Consistent with the Amended Specific Plan

All discretionary and administrative entitlements granted for projects in the Skypark Special Treatment Area (Planning Area A) must be found to be consistent with the Amended Specific Plan to ensure conformance with legal requirements.

Severability Clause Municipal Services Requirement

Prior to the granting of all final entitlement approvals, the City must show proof of the ability to provide all necessary municipal services to the project.

Procedures for Amending the Skypark Specific Plan

Pursuant to Section 65453 of the California Government Code, a specific plan may be amended through the same adoption procedures as are used for a general plan. However, a specific plan may be amended as often as deemed necessary by the City Council. If a City's general plan is amended so that a specific plan no longer conforms to it, the specific plan also must be amended.

Capital Improvements Program

This Amended Specific Plan identifies infrastructure facilities needed to serve future development. Infrastructure facilities required include the construction of ~~two new roadways (Blue Bonnet Lane and Skypark Drive)~~ Road A, Residential Site A streets and eastern access to the community park and commercial area, as well as water, sewer and storm drainage facilities and public utilities. As described in Section 3, ~~Blue Bonnet Lane Road A~~ is planned as a four-lane roadway, pursuant to Scotts Valley's Citywide Transportation Plan. ~~Skypark Drive is~~ Residential Site A streets are planned as a two-lane roadways. Water, sewer and storm drainage infrastructure to serve planned land uses is also proposed. ~~Preliminary costs estimates for infrastructure improvements are listed in Table 4 below.~~

Road A and Residential Site A streets will be constructed in conjunction with the development of Residential Site A. The eastern access to the community park and commercial area will be constructed in conjunction with the development of those areas. Water, sewer and storm drainage facilities and public utilities will be constructed as needed. The estimated construction cost for Road A is \$334,500 (per Ifland Engineers, 5/6/94). No cost estimate is provided for Residential Site A streets. Cost estimates for roads and facilities for the eastern access can be made when plans for the community park and commercial areas are developed.

TABLE 4: ESTIMATED IMPROVEMENT COSTS

Improvements Costs

Site Preparation and Grading	\$ 92,425
Sanitary Sewers	\$144,260
Water Distribution	\$135,900
Storm Drainage	\$276,640
Roadway Improvement	\$563,500
Utilities	\$25,000
<hr/>	
SUBTOTAL	\$1,237,725
<hr/>	
Engineering (10%)	\$123,773
Contingencies (15%)	\$185,659
<hr/>	
TOTAL	\$1,547,157

Source: Island Engineers, Inc., Civil and Structural Design

Financing Capital Improvements

Skypark Drive is Residential Site A streets are designed to provide access and public utilities to residential areas located west of this roadway the community park and east of Residential Site B. The costs associated with the construction of Skypark Drive Residential Site A streets shall be borne by the Skypark Property Owners developer of Residential Site A.

Blue Bonnet Lane extension will service the public use area (park and school facilities) to the north and commercial areas (or alternately, multi family residential area) to the south. Circulation in the commercial and community park areas will be planned in conjunction with the development of those areas. Sources of financing for Blue Bonnet Lane extension include The costs associated with the construction of circulation in the commercial and community park areas will be borne by the developer of the commercial area and other owners of beneficially affected properties and City Development Mitigation Impact Fees.

Project Phasing

Public facilities needed to serve future development are to be constructed prior to, or in conjunction with that development.

APPENDICES

Appendix A

References

APPENDIX A: REFERENCES

- (1) Archaeological Resource Management, Cultural Resource Evaluation for the Skypark Airport Property in the City of Scotts Valley, 1990.
- (2) Burns & Watry, Inc., Williams-Kuebelbeck & Associates, Inc., Preliminary Report to the City of Scotts Valley: Proposed Redevelopment for the Scotts Valley Redevelopment Project, 1989.
- (3) City of Scotts Valley, General Plan, 1986.
- (4) City of Scotts Valley, Zoning Ordinance, 1989.
- (5) City of Scotts Valley, Parks and Recreation Master Plan: Preliminary Report, 1988.
- (6) Earth Metrics Inc., Draft Environmental Impact Report for the City of Scotts Valley Redevelopment Plan, 1990.
- (7) ENGEO, Incorporated, Geotechnical Study for Skypark, 1990.
- (8) ENGEO, Incorporated, Environmental Site Assessment for Skypark, 1990.
- (9) State of California Office of Planning and Research, Specific Plans in the Golden State, 1989.
- (10) State of California Office of Planning and Research, General Plan Guidelines, 1987.
- (11) State of California Office of Planning and Research, Office of Permit Assistance, The California CEQA Environmental Quality Act, 1986.

Appendix B

Glossary

Acres, Gross - The entire acreage of a site. Most communities calculate gross acreage to the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets.

Acres, Net - The portion of a site that can actually be built upon. The following generally are not included in the net acreage of a site: public or private road rights-of-way, public open space, and flood ways.

Affordable Housing - Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income (GMI) for housing including utilities.

Agency - The governmental entity, department, office, or administrative unit responsible for carrying out regulations.

Annex, v. - To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Aquifer - An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Arcade - Roofed passageway, opened to the street on one side with shops on the other side.

Bicycle Lane (Class II facility) - A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

California Environmental Quality Act (CEQA) - A State law as set forth in the Public Resources Code, Section 21000 et seq., requiring State and local agencies to regulate activities with consideration of environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project.

Capitola Improvements Program (CIP) - A program, administered by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the general plan.

City - City with a capital "C" refers to the government or administration of the City of Scotts Valley. The City of Scotts Valley is a municipal corporation and general law City in the State of California. City with a lower case "c" may mean any city, or may refer to the geographical area of a city (e.g., the city's bikeway system.)

Clustered Development - Development in which a number of dwelling units are placed in closer

proximity than usual, or are attached, with the purpose of retaining an open space area.

Community Park - Land with full public access intended to provide recreation opportunities beyond those supplied by neighborhood parks. Community parks are larger in scale than neighborhood parks but smaller than regional parks.

Community Redevelopment Agency (CRA) - A local agency created under California Redevelopment Law, or a local legislative body that has elected to exercise the powers granted to such an agency, for the purpose of planning, developing, re-planning, redesigning, clearing, reconstructing, and/or rehabilitating all or part of a specified area with residential, commercial, industrial, and/or public (including recreational) structures and facilities. The redevelopment agency's plans must be compatible with adopted community general plans.

Consistent - Free from variation or contradiction. Programs in the Specific Plan are to be consistent, not contradictory or preferential. State law requires consistency between a specific plan and general plan.

County - County with a capital "C" refers to the government or administration of the County of Santa Cruz. County with a lower case "c" may mean any county, or may refer to the geographical area of a county (e.g., the county's road system.)

Cul-de-sac - A short street or alley with only a single means of ingress and egress at one end and with a large turnaround at its other end.

Dedication - The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city or county.

Density - Measure of development intensity used for residential development; shows relationship between land area and population load.

Density, Residential - The number of permanent residential dwelling units per acre of land. Densities specified in the Specific Plan are expressed in units per gross acre.

Density Bonus - The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, usually in exchange for the provision or preservation of an amenity at the same site or at another location. Under California law, a housing development that provides 20 percent of its units for lower income household, or ten percent of its units for very low-income households, or 50 percent of its units for senior, is entitled to a density bonus.

Design Review - The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards. "Design Review" usually refers to a system set up outside of the zoning

Finance, whereby projects are reviewed against certain standards and criteria by a specially established design review board or committee.

Detention Dam/Basin/Pond - Dams may be classified according to the broad function they serve, such as storage, diversion, or detention. Detention dams are constructed to retard flood runoff and minimize the effect of sudden floods. Detention dams fall into two main types. In one type, the water is temporarily stored, and released through an outlet structure at a rate that will not exceed the carrying capacity of the channel downstream. Often, the basins are planted with grass and used for open space or recreation in periods of dry weather. The other type, most often called a Retention Pond, allows for water to be held as long as possible and may or may not allow for the controlled release of water. In some cases, the water is allowed to seep into the permeable banks or gravel strata in the foundation. This latter type is sometimes called a Water-Spreading Dam or Dike because its main purpose is to recharge the underground water supply. Detention dams are also constructed to trap sediment. These are often called Debris Dams.

Developer - An individual who or business that prepares raw land for the construction of buildings or causes to be built physical building space for use primarily by others, and in which the preparation of the land or the creation of the building space is in itself a business and is not incidental to another business or activity.

Easement, Conservation - A tool for acquiring open space with less than full-fee purchase, whereby a public agency buys only certain specific rights from the land owner. These may be positive rights (providing the public with the opportunity to hunt, fish, hike, or ride over the land) or they may be restrictive rights (limiting the uses to which the land owner may devote the land in the future.)

Easement, Scenic - A tool that allows a public agency to use an owner's land for scenic enhancement, such as roadside landscaping or vista preservation.

Environmental Impact Report (EIR) - A report required of specific plans by the California Environmental Quality Act and which assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action. (See "California Environmental Quality Act.")

Erosion - (1) The loosening and transportation of rock and soil debris by wind, rain, or running water. (2) The gradual wearing away of the upper layers of earth.

Facade - Exposed building face along a street or open area; usually give special architectural treatment.

Feasible - Capable of being done, executed, or managed successfully from the standpoint of the physical and/or financial abilities of the implementer(s).

Fenestration - The spacing, proportioning, and design of the windows and doors in a building.

General Plan - The City of Scotts Valley General Plan and its various elements (as amended to date), prepared pursuant to the State's Government Code, Section 65300 et seq.

Goal - A broad statement expressing the overall and ultimate purpose or intent of the Specific Plan.

Groundwater - Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Groundwater Recharge - The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks that provide underground storage ("aquifers").

Guidelines - General statements of policy direction around which specific details may be later established.

Habitat - The physical location or type of environment in which an organism or biological population lives or occurs.

Impact fee - A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts that project will produce. California Government Code Section 66000, et seq, specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

Implementation - Actions, procedures, programs, or techniques that carry out policies.

Infrastructure - Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

Intermittent Stream - A stream that normally flows for at least thirty (30) days after the last major rain of the season and is dry a large part of the year.

Local Agency Formation Commission (LAFCo) - A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCo is empowered to approve, disapprove, or conditionally approve such proposals. The LAFCo members generally include two county supervisors, two city council members and one member representing the general public. Some LAFCOs include two representative of special districts.

Low-income Household - A household with an annual income usually no greater than 80 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban

Development (HUD) for the Section 8 housing program.

Moderate-income Household - A household with an annual income between the lower income eligibility limits and 120 percent of the area median family income adjusted by household size, usually as established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

Multiple Family Building - A detached building designed and used exclusively as a dwelling by three or more families occupying separate suites.

Objective - Specific statement regarding how the Plan's goals will be carried out.

Ordinance - A law or regulation set forth and adopted by a city or county.

Overlay - A land use designation on the Land Use Map, or a zoning designation on a zoning map, that modifies that basic underlying designation in some specific manner.

Owner Participation Agreement (OPA) - Legally binding agreement between the Redevelopment Agency and the owner/developer of a particular site regarding timing, cost, and responsibility for site development.

Planned Unit Development (PUD) - A description of a proposed unified development, consisting of a minimum of a map and adopted ordinance setting forth the regulations governing, and the location and phasing of all proposed uses and improvements to be included in the development.

Planning Commission - The Planning Commission of the City of Scotts Valley.

Policy - A specific statement of principle or of guiding actions intended to meet the goals and objectives of the Specific Plan.

Rare or Endangered Species - A species of animal or plant listed in: Sections 670.2 or 670.5, Title 14, California Administrative Code; or Title 50, Code of Federal Regulations, Section 17.11 or Section 17.2, pursuant to the Federal Endangered Species Act designating species as rare, threatened, or endangered.

Rezoning - An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Right-of-way - A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roadways, and utility lines.

Riparian Lands - Riparian lands are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near freshwater.

Specific Plan - Under Article 8 of the government Code (65450 et seq), a legal tool for detailed design and implementation of a defined portion of the area covered by a General Plan. A specific plan may include all detailed regulations, conditions, programs, and/or proposed legislation that may be necessary or convenient for the systematic implementation of any General Plan element(s).

State - An Agency or instrumentality of the State of California.

Subdivision Map Act - Division 2 (Section 66410 et seq) of the California Government code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps.

Townhouse; Townhome - A one-family dwelling in a row of at least three such units in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more common and fire-resistant walls. Townhouses usually have separate utilities; however, in some condominium situations, common areas are serviced by utilities purchased by a homeowners association on behalf of all townhouse members of the association.

Use Permit - The discretionary and conditional review of an activity or function or operation on a site or in a building or facility.

Very Low-income Household - A household with an annual income usually no greater than 50 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

Zero Lot Line - A detached single family unit distinguished by the location of one exterior wall on a side property line.

Zone, Combining - A special purpose zone that is superimposed over the regular zoning map. Combining zones are used for a variety of purposes, such as airport compatibility, flood plain or wetlands protection, historic designation, or special parking regulations. Also called "overlay zone."

Appendix C

City of Scotts Valley Street Design Standards

STREET DESIGN

SECTION A: STREET WIDTHS

1. Minimum right-of-way shall be 50 feet in residential areas and 70 feet in commercial areas.
2. Existing City streets within the improvement shall be improved to the geometric right-of-way and structural standards of this design criteria. In the event an existing City street is on the boundary of a proposed improvement, the half of the road adjacent to the improvement shall be improved to the standards of this design criteria.
3. A 6-foot-wide P.U.E. shall be dedicated on both sides of the right-of-way in all instances.

SECTION B: STREET ALIGNMENT AND GRADES

1. General requirements shall be no less than the minimum set forth in Figure ST-2.
2. Vertical curves are required for all grade breaks of one percent or more.
3. The gradient of the street entering an intersection shall not be more than three percent within a distance of 20 feet from the curb lines of the intersected street.
4. Streets shall be superelevated only if required by the Public Works Director.
5. Minimum curb return radii shall be 32 feet, measured at face of curb, for industrial, collector and four-lane streets; and 24 feet for residential streets.
6. Minimum cul-de-sac radii shall be 32 feet measured at face of curb.
7. Temporary paved turn-arounds of 32-foot minimum radius and a standard barricade shall be provided at ends of dead-end streets longer than 150 feet.
8. Dead-end streets shall not exceed 500 feet in length unless an emergency exit route acceptable to the Fire Marshall and the Public Works Director is provided.
9. Streets and highways shall intersect one another at angles as near to a right angle as is practical, and no intersections shall be at angles of less than 30 degrees from the perpendicular.

10. Streets intersecting at an angle other than 90 degrees may require the use of setback lines, special rounding of corners, or other device to assure desirable results as to traffic movement, visibility and safety, as required by the Public Works Director/City Engineer.
11. If the center lines of two streets intercepting the same street from opposite directions are offset from each other, said offset shall be a minimum distance of 250 feet measured along the center line of the street intercepted.
12. No item shall exceed six inches height above the top of curb within 18 inches from the face of curb.
13. Driveway grades shall not exceed three percent within public right-of-way.
14. Minimum grade for drainage on all streets shall be 0.6 percent.

SECTION C: STRUCTURAL SECTION

1. The total structural section shall be designed by R-value (Test Method California 301).
2. Traffic index values for new roads shall be based on the type of road and number of lots served in ultimate developments. These values are given in Figure ST-3.
3. Traffic index value for existing City roads to be improved shall be determined by the Public Works Director/City Engineer.
4. Figure ST-3 gives the minimum structural section requirements.
5. Minimum required surface course shall be two inches Type B asphalt concrete, one-half-inch maximum, medium aggregate gradation.
6. Minimum required base course shall be Class 2 aggregate base, six-inches thick.
7. The number and location of soils tests shall be subject to the approval of the Public Works Director, the minimum being one test for each 1500 linear feet of proposed streets. The R-value used for design purpose shall be the lowest test result, unless sufficient tests and soils investigations are made to determine the limit of the various soil types tested.
8. In addition to R-value tests to determine the structural section, further soils tests may be required by the Public Works Director to determine erosion control, stability or subdrainage requirements.

9. All soils tests shall be performed by a licensed civil engineer experienced and knowledgeable in the application of the principles of soil mechanics in the investigation, evaluation and design of civil works involving the use of earth materials and the inspection and testing of the construction thereof.
10. The Class 2 aggregate base shall have a relative compaction of 95 percent at optimum moisture content for its total depth prior to placement of oil coat and/or asphalt concrete. The subgrade shall have a relative compaction of 95 percent for a depth of two feet, 90 percent for any depth below two feet up to five feet total depth.
11. All base courses, vertical surfaces of existing pavements, curbs, gutters, and construction joints in the surfacing against which additional material is to be placed, and pavement to be surfaced shall be prime-coated with MC 70 or coated with paint binder SS1, 50 percent cut with water, at a rate of 0.25 gallons per square yard, all in accordance with the latest edition of Caltrans Standard Specifications.

SECTION D: GRADING

1. Excavation and embankment slopes shall not be steeper than two feet horizontal to one foot vertical, unless soils tests have been obtained to justify steeper slopes or adequate slope protection measures are provided. All fill areas shall be compacted to 95 percent relative compaction. All fill areas shall be stripped of vegetation prior to filling.

SECTION E: PLANTING

1. All cut or fill slopes shall be seeded and/or planted.

SECTION F: CURB AND GUTTER

1. Concrete curbs and gutters shall be required for all subdivisions with lots less than one acre. Wheelchair ramps shall be provided on Type A curb (vertical face) at all returns. Asphalt curbs shall be required on any project which does not require concrete curbs.

GENERAL STREET REQUIREMENTS

TYPE OF STREET	MIN. RADIUS HORIZONTAL CURVES (Feet)	MIN. SIGHT DISTANCE VERTICAL CURVES (Feet)*	MIN. LENGTH VERTICAL CURVES (Feet*)	MAXIMUM GRADES (%)	MINIMUM GRADES (%)
OVER 500 LOTS SERVED OR INDUSTRIAL	650	350	200	8	0.4
51 TO 500 LOTS SERVED	200	200	100	12	0.4
26 TO 50 LOTS SERVED	150	200	100	15	0.4
25 OR LESS LOTS SERVED	75	100	50	15-20**	0.4

* SIGHT DISTANCE CONTROLS OVER MINIMUM LENGTH OF VERTICAL CURVE WHERE THERE IS A CONFLICT.

** 15% GRADE IS ALLOWED FOR UNLIMITED DISTANCE.
17% GRADE IS ALLOWED FOR DISTANCE NOT EXCEEDING 500 FEET.
20% GRADE IS ALLOWED FOR DISTANCE NOT EXCEEDING 200 FEET.

ZONING OR USE	MIN. STREET WIDTH (FEET)	MIN. R.O.W. WIDTH (FEET)
COMMERCIAL 1 LANE & DIRECTION 2 LANES & DIRECTION***	36 60	50 70
INDUSTRIAL 1 LANE & DIRECTION 2 LANES & DIRECTION***	36 60	50 70
RESIDENTIAL COLLECTOR NON-COLLECTOR	48 36	60 50

*** NO ON-STREET PARKING IS ALLOWED IN COMMERCIAL AND INDUSTRIAL AREAS.
IF ON-STREET PARKING IS ALLOWED, DIMENSIONS ARE INCREASED BY 20'.

REV	DATE	REVISION DESCRIPTION	BY
CITY OF SCOTTS VALLEY - CALIFORNIA DEPARTMENT OF PUBLIC WORKS			
GENERAL STREET REQUIREMENTS			
APPROVED		PUBLIC WORKS DIRECTOR	
DRAWN	CHECKED	SCALE	ST-2
WLD	YEL	NONE	

Item	Quantity	Unit	Rate	Amount	Total
1.0	100	sq. ft.	1.00	100.00	100.00
2.0	200	sq. ft.	2.00	400.00	500.00
3.0	300	sq. ft.	3.00	900.00	1,400.00
4.0	400	sq. ft.	4.00	1,600.00	3,000.00
5.0	500	sq. ft.	5.00	2,500.00	5,500.00

Appendix D

Infrastructure Plan Report

Item	Quantity	Unit	Rate	Amount	Total
1.0	100	sq. ft.	1.00	100.00	100.00
2.0	200	sq. ft.	2.00	400.00	500.00
3.0	300	sq. ft.	3.00	900.00	1,400.00
4.0	400	sq. ft.	4.00	1,600.00	3,000.00
5.0	500	sq. ft.	5.00	2,500.00	5,500.00

STRENGTHENING TOWNSHIP	100	sq. ft.	1.00	100.00	100.00
200	sq. ft.	2.00	400.00	500.00	
300	sq. ft.	3.00	900.00	1,400.00	
400	sq. ft.	4.00	1,600.00	3,000.00	
500	sq. ft.	5.00	2,500.00	5,500.00	

INFRASTRUCTURE PLAN

SKYPARK SPECIFIC PLAN

I. GENERAL

As required by the State of California Office of Planning and Research (OPR), statements of development policies regarding transportation, water, sewer, storm drainage, solid waste, energy, along with any other support facilities are to be addressed and incorporated into the proposed project plan. The following report seeks to address these requirements within the context of the project's intent to meet, as well as to enhance, the community development goals of the City of Scotts Valley. The goals, objectives and policies cited herein have been taken from the City of Scotts Valley General Plan, January 1986 Edition, while the program implementation recommendations address the specific plan being considered.

The primary goals, objectives, policies and programs of the adopted Scotts Valley General Plan are listed below, by category, followed by an explanation of how the proposed Specific Plan meets these goals, etc.

II. GENERAL PLAN GOALS, OBJECTIVES, POLICIES, PROGRAMS

A. Transportation

13 Goal

Maintain or reduce noise levels in the City to assure an environment free from annoying and/or harmful noise.

13.1 Objective

Maintain or reduce existing noise levels generated by the ground transportation system.

13.1.1 Policy

The City shall promote the use of alternative transportation methods in order to reduce cumulative traffic levels and noise generation.

13.1.1.1 Program

Develop mass transit, pedestrian and bicycle facilities along rights-of-way through the use of private and/or public funds.



25

Goal¹

To provide a broad range of educational opportunities for residents of the planning area, in an environment which addresses the safety of school children going to and returning from school, and assures compatibility between school campuses and other land uses.

25.1

Objective

Encourage communication and cooperation between the City and appropriate educational districts and agencies to ensure that adequate, safe school facilities and services are planned to provide a quality educational environment for the planning area's anticipated growth.

25.1.5 Policy

The City shall ensure that school children are provided safe pedestrian and bicycle travelways to and from schools.

25.1.5.2 Program

The City shall require sidewalks, bicycle lanes, and passenger loading and unloading facilities when planning or considering roadway improvements.

26

Goal¹

To provide adequate park and recreation facilities to serve the recreational needs of the City.

26.1

Objective

Develop and adequately maintain a comprehensive park system coordinated with bicycle paths and hiking and equestrian trails.

26.1.3 Policy

The City shall encourage schools to make recreational areas and facilities available for use during non-school hours.

26.1.3.1 Program

As part of the open space implementation program, the City shall coordinate with local schools to determine when and under what conditions school facilities can be used by the public. This information shall be made available to the City's comprehensive open space/park and recreation program.